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Thompson Merc. Co., W. F., hay and grain.

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Directory of the Grain Trade

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Mereness & Potter Co., grain commission.*
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Craig, J. V., hay and grain broker.*

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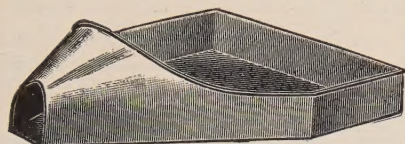
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Grain Dealers Journal

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153 Chamber of Commerce Annex
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Careful personal attention given
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Grain Receivers
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WHEAT **BARLEY** RYE

Careful Attention given all orders from

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MINNEAPOLIS, MINN.

MILWAUKEE CHICAGO

E. A. BROWN & CO.

GRAIN COMMISSION
MINNEAPOLIS, MINN.

Consignments Solicited. Prompt Returns
Guaranteed.

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GRAIN COMMISSION
MINNEAPOLIS DULUTH

JOHNSON-OLSON GRAIN CO.

Grain Commission, Minneapolis

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F. H. Davies & Co.
GRAIN COMMISSION.

MINNEAPOLIS DULUTH MILWAUKEE

demand careful and conscientious attention, and unless this attention is used in choosing your commission firm you are never certain of profitable results.

Shipping us one car will be profitable for both parties concerned. We, your continued patronage, you, our prompt returns.

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Solicit Your Consignments

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E. L. WELCH COMPANY
GRAIN COMMISSION.
MINNEAPOLIS AND DULUTH.

Speaking of Quick
Returns, and—

\$

GOULD ELEVATOR CO.

Capital and Surplus, \$100,000.

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F. J. SEIDL

P. M. INGOLD

We own Fireproof Terminal Elevator at Minneapolis for transferring and cleaning our customers' grain, but do not own country elevators.

INTERNATIONAL GRAIN CO.

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Receivers and Shippers of ALL KINDS OF GRAIN

Consignments Solicited

Send Samples—Barley—Oats—Flax and Low Grade Wheat for Quotations

RECEIVERS, SHIPPERS AND BROKERS.

McCRAE, MORRISON & COMPANY
Shippers of Corn and Oats
WHOLESALE GRAIN DEALERS

When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.

None are more able to give you this than we.
Correspondence Solicited. **KENTLAND, INDIANA**

E. A. GRUBBS GRAIN CO.
Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

McLane, Swift & Co.

Buyers of Wheat, Corn, Natural and Clipped Oat, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
BATTLE CREEK :: MICHIGAN

Consign your Hay and Grain to
Benedict Commission Co., Ltd.
Receivers and Exporters
Facilities Unsurpassed **NEW ORLEANS, LA.**

CRABBS REYNOLDS
TAYLOR CO.
GRAIN AND CLOVER SEED
CRAWFORDSVILLE INDIANA

Hughes Warehouse
& Elevator Co.
NASHVILLE, TENN.
Grain, Hay, Millfeed, Flour

LANGENBERG
Hay and Grain Co.
NEW ORLEANS, LA.
Consignments Solicited
Branch of Langenberg Bros. & Co., St. Louis, Mo.

W. F. HECK & CO.
Will handle your consignments on regular terms, or buy outright
GRAIN, HAY, STRAW and MILL-FEED
Car or mixed car lots
727 Wabash Bldg. **PITTSBURGH, PA**

Read the advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* presents only reputable concerns.

"STOCKBRIDGE SERVICE SATISFIES"
BUYERS AND SHIPPERS OF
GRAIN, HAY, BEANS AND WOOL
Stockbridge Elevator Co.
JACKSON, MICH.

Make 1912 a bigger and better year.
A sure way is by consigning to
Rumsey, Moore & Co.
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BUCKLEY, PURSLEY & CO.
Commission Merchants
GRAIN AND SEEDS
10 Chamber of Commerce, **PEORIA, ILL.**

WILLIS E. SHELLEN
Wholesale Grain
JACKSON MICHIGAN

MATTHEW D. BENZAQUIN
GRAIN AND FEED
Brokerage and Commission
Domestic and Export
505 Chamber of Commerce, **BOSTON, MASS.**

WE HANDLE all kinds of grain and feed; also make a specialty of off grade and sample wheat, feed barley, kaffir corn, etc.
Correspond with us. Think it will pay you.
THE D. W. RANLET CO.
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CLARK'S GRAIN TABLES FOR WAGON LOADS

TWELFTH EDITION

The best and most complete edition of these popular reduction tables ever issued. It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on 175-pound Manilla stock. It is re-inforced at back with silk cloth. Marginal index for quickly finding table wanted. All reductions are complete on one page. It has a range from 100 to 4,080 lbs. on 10-pound breaks. The tables show the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu. Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 36 1/2 cents in 1/2 cent rises Price postpaid 50 cents

Grain Dealers Journal

255 La Salle Street

CHICAGO, ILL.**Vest Pocket Grain Tables**

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2 1/2 x 8 1/2 in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

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Seventh Edition. Revised and Enlarged

With these tables you can quickly check up all reductions and detect and prevent errors, which in the car lot business are liable to run into the hundreds of bushels.

Largest and most complete carload reduction table ever published. Five new tables have been added and a set of tables for Malt is included in this new edition. RANGE—Oats and Cotton Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables, from 20,000 to 75,000 lbs. Barley, Buckwheat and Hungarian Grass Seed (48 lbs.), 7 tables, from 20,000 to 97,000 lbs. Corn, Rye and Flax Seed (56 lbs.), 9 tables, from 20,000 to 118,000 lbs. Wheat, Clover, Peas and Potatoes (60 lbs.), 9 tables, from 20,000 to 118,000 lbs. The number of bushels in any weight of grain within the numbers specified above are given in bold face type, the remaining pounds in light face type. Pounds are printed in red and bushels in black.

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Grain Dealers Journal
La Salle St. **Chicago, Ill.**

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The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

ORDER FORM 40 contains 36 pages, bound in heavy canvas covers, with spaces for registering 9,000 cars. Price, \$1.50.

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GRAIN DEALERS JOURNAL,**La Salle St., Chicago, Ill.**

IT COSTS YOU ONE CENT

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LARGEST CATALOG EVER ISSUED

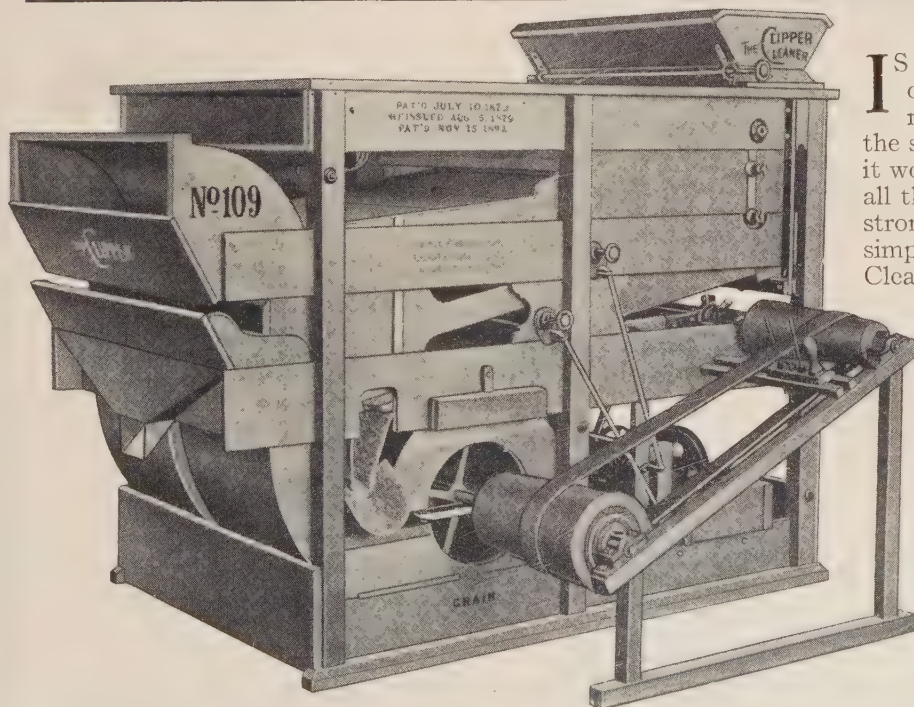
Which Treats Exclusively

with the requirements of the elevator, warehouse and seed house in the cleaning, separating and grading of all kinds of grain, seeds, flax, malt, peas and beans. No manufacturer on the face of the globe builds *so extensive* a line of strictly modern, high class machinery of this character as ourselves. This book tells you in a plain, unvarnished manner of many *distinctly exclusive machines* (thus so owing to our patents) which are everywhere distinguished as the world's best and so acknowledged by a *majority* of the largest and most progressive concerns connected with the trade. Every person who is keen on modern methods and economics as related to any and all cleaning or grading problems owes himself an earnest, thoughtful perusal of this new catalog. Between its covers he will find much that's new to him—he is afforded an opportunity to become acquainted with the greatest number of noteworthy methods and improvements known to machinery for such purposes as "Monitors" are required.

Just drop us a line, a postal will do—we will be as pleased to send you the catalog as you will be to receive it.

HUNTLEY MFG. CO., Silver Creek, N. Y.

The No. 109 Clipper Cleaner



IS UNEQUALED for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens which enables you to keep it working to its full screen capacity all the time. It is very light-running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain, and it can be operated with one-fourth the expense for power of any suction cleaner on the market. It will not require over one-half of one horse-power on clover or any kind of seed, nor over one horse-power on grain. If you are looking for a first-class, up-to-date cleaner of moderate capacity, we would be glad to send you catalog and give prices and particulars upon request.

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SPROCKET WHEELS
Plain, Split or with Clutches



By comparison the best. Full line of
WAGON, HOPPER AND DUMP SCALES



PULLEYS
Cast Iron, Steel, Rim, Wood
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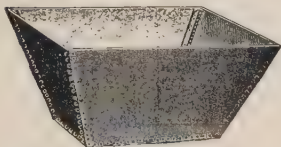
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All sizes



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SPROCKET CHAIN
All sizes



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Adjustable. All sizes.



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Best material. Made in any size.

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Grain Elevator Machinery and Supplies

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SHEAVE WHEELS
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MAN LIFTS, ETC.

**Get Our Prices on Gasoline Engines and
Automatic Scales Before Buying. We
Will Save You Money.**

**SPECIAL PRICES ON COMPLETE
ELEVATOR EQUIPMENT.**

Can we favor you with a copy of our Handy
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Everything in the Elevator

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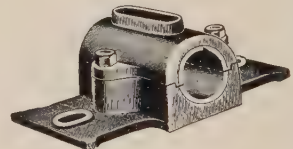
BIN GATES
All kinds



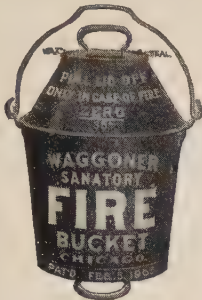
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All styles. Royersford, Com-
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Plain and Self-oiling



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ARE YOU PREPARED?
YOU ARE IF YOU HAVE
A Waggoner Sanatory
Fire Bucket

Included in the approved
list of National Board of
Fire Underwriters.

Ready, reliable and effective. Will not
freeze or corrode. Will not evaporate
or foul. First cost, last cost. A money
saver. Cheaper, safer and healthier
than barrels, and Guaranteed for Five
Years. Write for circulars and prices.

WAGGONER SANATORY FIRE BUCKET CO.
25 W. LAKE STREET, CHICAGO



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One Man with an ATLAS can easily
move a loaded one.
Appleton Car-Mover Co.
Appleton, Wis.

The Atlas Car-Mover

will pay for itself daily
and last for years.

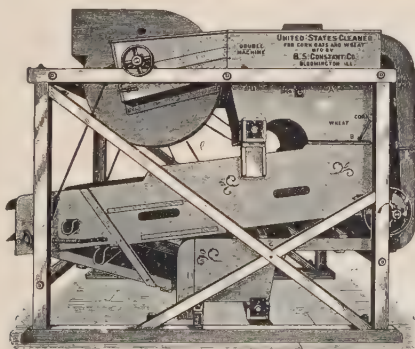
Twelve men with a crowbar
can hardly move an empty car.

THE NEW WAY



Dr. Wiley can't touch your
grain if you clean it with
The U. S. Grain Cleaner
Once thru takes out all
the stuff that heats it or spoils the grade.

We are willing to show you
for 30 days. Is that fair?



Send for full particulars.

B.S. CONSTANT CO.
Bloomington, Illinois

**A little Forethought is nearly always
better than a lot of After-thought**

Capacity 60,000 bushels.

R. C. Cooper

GRAIN SEPARATOR CO.,
Sparta, Wis.

Coopertown, North Dakota
Dec. 29, 1910

Gentlemen:—I am pleased to report that the No. 5 Richardson Oat
separator I bought of you last June has done splendid work for me. In
separating oats from wheat the work could not be better. It is a perfect
separation; fine as silk. I have never before seen work that would begin
to compare with the work of this machine.

Wishing you success, I am

Yours truly,

R. C. COOPER.

You wouldn't do without a telephone because you have
one and know it's value. You wouldn't do without a Rich-
ardson Oat separator or Screenings machine if once you had
one, because you would know its value.

Right now is a very good time to get acquainted with
these separators in your own mill or Elevator. The present
crop will warrant you in installing either one or both these
machines, as the quality of work you get from them on either
oaty wheat, or on screenings, cannot be had from any other,
and will repay their total cost several times over during a
single season.

One operation gives you PERFECT separations.

**The Richardson Will Make you money.
not cost**

Grain Separator Co.
SPARTA, WIS.

KILL MAIL ORDER COMPETITION
Handle a type of Spreader
they *can't* furnish!

WHEN you attack them from this angle they're helpless.

They can't furnish anything like the New Idea Manure
Spreader. Patents won't let them.

Same Thing With Other Manufacturers

They can't cut in on your business. They haven't the spreaders to do it.
We proved it to them. Remember the Hartman Farm Contest last April?
Everybody interested in spreaders looked for the result of that exacting
test. But it didn't take Mr. Hartman long to decide. He ordered four
our spreaders then and there.

Here's The Reason

Our spreader not only spreads manure, but *pulverizes* it. Instead
of one beater we use two. No lumps can get by them. They can't
clog. The teeth go clear through the bar and are sharp. Our
distributor spreads the manure from five to seven feet wide. Covers
three rows of corn or tobacco. Manure is thrown by means of
obliquely set paddles, so outside and center is covered evenly.

Power is derived directly from rear axle. Lightens the draft.
The box has a solid bottom. The conveyor works on the bottom
of the box and has two speeds.

Send for Catalog and ask for Dealers' Proposition.

NEW IDEA SPREADER COMPANY.
Coldwater, Ohio



**THE
NEW IDEA
MANURE
SPREADER**

Sold
through
Dealers only



Fire Can't Down Us

WE WILL FILL OUR ORDERS

We have secured temporary quarters in a factory building that is well equipped for our business.

This building contains a large amount of machinery, shafting, power connections, etc. New machinery is being installed daily and operations have already commenced.

Our old factory will be replaced as soon as possible with the most complete and modern plant that money can buy.

DON'T FORGET

We will fill our orders and take care of all new business entrusted to us.

BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



GRAIN ELEVATOR BUILDERS

CONCRETE GRAIN STOREHOUSES

are fireproof and durable. The cost of maintenance and insurance of building and contents is reduced to a minimum. Grain keeps better in concrete and business is never interrupted by a fire. It is the only material the grain dealer who expects to remain in business can afford to use, and if he wishes to sell out, his plant is as good as new.

Write for Plans and Specifications to
B. J. CARRICO, Fort Worth, Tex.

G. H. Birchard CONTRACTOR OF Grain Elevators.

Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

STEEL GRAIN TANKS

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success. We do it.

Wm. Graver Tank Works, East Chicago, Ind.

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Designers and Builders of
Elevators and Warehouses

Wichita, - Kansas

O. J. LEHRACK

Contractor and Builder of
Grain Elevators

KANSAS CITY, MISSOURI

MODERN ELEVATORS?

YEA, INDEED. Address the inquiry

W. H. CRAMER

ST. PAUL, NEB.

and satisfaction will be yours. Convincing references.

REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

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A. H. RICHNER

Contractor of Grain Elevators,
Supplies and Chain Grain Feeders

CRAWFORDSVILLE, IND.

A LONG LINE OF LEADERS

and everyone a satisfactory success. Yours will be if built by

**GEO. A. SATHOFF, Elevator Builder
Pontiac, Illinois**

FRIEDLINE

designs and builds strictly modern Grain Elevators,
Concrete Storage Tanks, Mills and Warehouses.

Write for Plans and Estimates.

**FRED FRIEDLINE & CO.,
512 Traders Bldg., CHICAGO**

L. O. HICKOK & SON

ENGINEERS and CONTRACTORS

or ELEVATORS

FIREPROOF STORAGE

Minneapolis, . . . Minn.

15 Complete gangs
on the job.

15 New elevators now
under construction.

53 First class plants
built last year.

WHY?

Because nothing succeeds
like success.

We will send you the names and locations of the 53 plants so you can look over the one nearest your place.

If you have any idea at all of building a new plant or repairing your old one, drop us a line.

It won't cost you anything to do that.

**BURRELL ENGINEERING &
CONSTRUCTION COMPANY**

Rooms 1001-1004

Chicago Stock Exchange Building

CHICAGO, ILLINOIS

Western Construction Co.

Builders and Designers of

Grain Elevators,
Warehouses, etc.

Wood and Concrete Construction
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Elevator and Mill
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16 Years'
Practical Experience

ABSOLUTELY FIREPROOF



Every par
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Not Costly.

Any number
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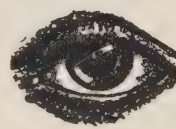
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SEE US

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New Elevator

You want the best—most modern—at the RIGHT price. We combine these conditions to your satisfaction. The stamp and time for a letter to us, will be amply repaid. Write today.

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Designers and Builders of Elevators

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Put Your Name

where everyone identified
with the grain trade will
see it and keep it there.

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Grain Dealers Journal

OF CHICAGO

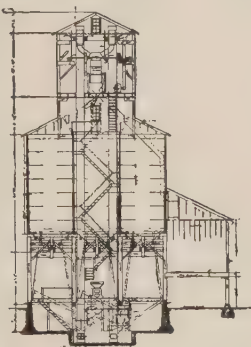
GRAIN ELEVATOR BUILDERS

**REAL builders of
REAL elevators**

**YOUNG LOVE
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**218-219 Grain Exchange
SIOUX CITY, IOWA**

MODERN GRAIN ELEVATORS



We have every facility for planning for anyone desiring a modern grain elevator, complete working plans and specifications.

It is cheaper to make changes on paper than after the building is completed.

However, if your building does not suit you or it needs modernizing, we can show you how to do it best.

Write us for particulars.

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Indianapolis, Ind.

Reinforced Concrete Grain Elevator, Feed Mill and Warehouse, built in 1910 for Buffalo Cereal Co., at Buffalo, N. Y.



Fireproof Construction Elevators, Mills and Warehouses. We prepare plans and make lump-sum price for the complete work.

MONARCH ENGINEERING CO.

Chamber of Commerce

BUFFALO, N. Y.

**Simple Facts
Have
Sheer Force**

During the year 1911 we finished thirty-six complete contracts—sold equipment for twenty-six—rebuilt twelve houses—and added two hundred and fifty names to our list of customers.

After consideration of the fact that crop conditions in general throughout the southwestern territory were below the average, we feel that our work has met with a large measure of satisfaction and success.

**P. H. Pelkey Construction Co.
WICHITA, KANSAS**

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**OLSON BROTHERS & CO.
ENGINEERS and CONTRACTORS**

Grain Elevators, Flour Mills
and Complete Plants for handling
Coal, Sand, Gravel, Ores,
Ashes, etc.

Phone Humboldt 2373
2418-22 Bloomingdale Ave.
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Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

ELEVATOR MACHINERY

**GRAIN DRYERS—All Sizes, CRUSHERS,
SHELLERS and MILLS, CONVEYORS
and ELEVATORS, CHAIN BELT and
SPROCKET WHEELS, OAT MEAL and
PEARLED BARLEY MACHINERY,
HOMINY MILLS**

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OF WHAT YOU WANT**

**THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.**

GRAIN ELEVATOR BUILDERS

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Have Your
ELEVATOR—BUILT—RIGHT

T. E. IBBERSON

ELEVATOR BUILDER
Minneapolis, :: Minn.

FIRE PROOF STEEL GRAIN ELEVATORS AND STORAGE TANKS



Almost anywhere between the Mississippi and the Pacific Coast, you will find elevators like these that we have built.

We have the largest plant in the West for manufacturing steel work and Machinery of all kinds.

We Are Designers and Builders

MINNEAPOLIS STEEL & MACHINERY CO.
MINNEAPOLIS, MINN.

Denver, Colo.
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DESIGNERS AND BUILDERS

Exchange Bldg., Memphis, Tenn.

JOHN S. METCALF CO.

GRAIN ELEVATORS
ENGINEERS CONSTRUCTORS

Plans and Specifications a Specialty.

Montreal, Que. Chicago, Ill.

Grain Storage Construction Co.

Mutual Life Bldg., BUFFALO, N. Y.

Builds Steel and Concrete Elevators

Write Us for Catalogue

L. J. McMILLIN

Engineer and Contractor of
GRAIN ELEVATORS

Any Size or Capacity

627 Board of Trade Bldg., Indianapolis, Ind.

Macdonald Engineering Co.

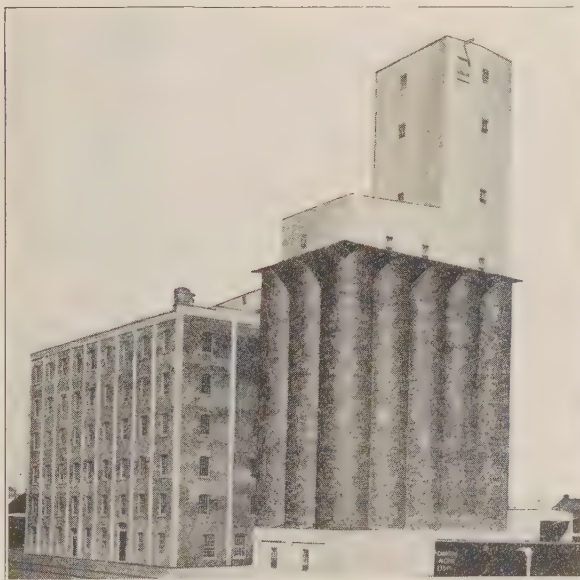
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg., CHICAGO, ILL.

GRAIN ELEVATOR

Designing and Construction
Made a Specialty

Witherspoon-Englar Co. Monadnock Bldg.
CHICAGO



St. Lawrence Flour Mills Co., Limited.
Montreal, Quebec

This very complete plant recently constructed by

The Barnett & Record Company

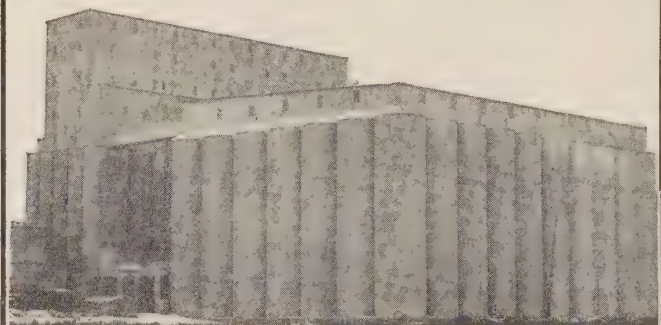
Minneapolis	=	Minnesota
Fort William	=	Ontario
Duluth	=	Minnesota

Write us for designs and estimates.

JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



Grand Trunk Pacific Elevator at Fort William, Ontario.
Capacity 3,600,000 Bushels.

GRAIN ELEVATOR DEPT., 1811 Fisher Bldg., Chicago

W. R. SINKS, Manager

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We also do General Contracting and have Offices in the following cities.
Write or call on any of them

New York, Hudson Terminal Bldg.

Pittsburg, Pa., Henry Oliver Bldg.

San Francisco, Cal., 709 Mission St.

Canadian Stewart Co., Ltd. Montreal

St. Louis, Mo., Bank of Commerce Bldg.

New Orleans, La., Hibernia Bank Bldg.

Denver, Colo., First National Bank Bldg.

Canada, Eastern Township Bank Bldg.

Fort William, Ontario, Canada

Quotation Record

sheets of bond paper ruled to facilitate keeping a daily record of the market prices of options on 'Change. Each sheet or chart is headed "Board of Trade Quotations for the Week Commencing Monday—, 190—." Each sheet has twelve columns provided for different options, four for Wheat, four for Corn and four for Oats; also spaces for the market on each at 9:30, 10:30, 11:30 and 12:30 and the close, as well as the closing price the previous week.

As a handy reference record of market prices it has no equal. Each sheet is 9½x9½ inches and has spaces for one week's record. The sheets are put up in blocks of sixty—a year's supply. Order Form 97A, price 75 cents.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)
Handy to Operate. Ten sizes
2 to 25 Horsepower.

Peculiarly suited for use
with Gasoline Engines

The N. P. Bowsher Co.
South Bend : : Indiana

FEED MILLS



BIG CAPACITY Corn and Feed Mill

But that isn't the only advantage of this Ehsam Two and Three-High mill. It's made of finest materials for strength and long service. Frame is all cast iron—and arranged so that rolls can easily be removed for grinding and corrugating. Don't decide on any corn and feed mill till you get all the facts about the

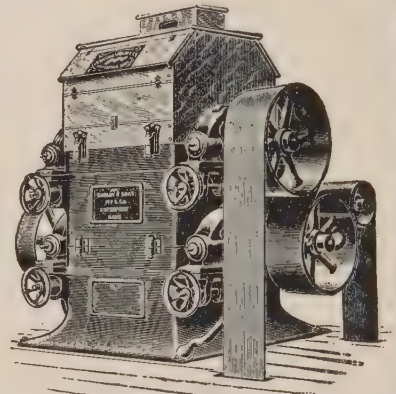
EHSAM

"TWO AND THREE-HIGH"

furnished with belt or gear drive on slow side, as desired. Grinds coarse or fine meal, barley, graham flour linseed meal, rye, corn chop, etc. Best for each. Built for rolls nine inches in diameter. Send your name now for all facts. Address

THE J. B. EHSAM & SONS MFG. CO.
2 Factory St., Enterprise, Kansas

The Largest and Best Equipped Roll Dressing Plant West of the Missouri River.



Are You Buying Canadian Wheat?

32,000,000 Bushels are very wet, and to protect yourself

standardize your purchases by using a

Brown & Duvel Moisture Tester

Our make of Moisture Testers has been adopted by most of the grain buyers. It is the simplest, most practical manufactured. It is not expensive to buy or operate.

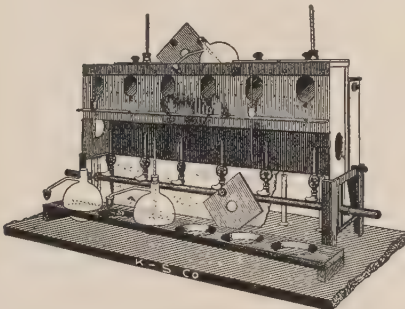
Write to us for information and prices.

THE KNY-SCHEERER CO.

Dept. of Laboratory Supplies,
404-410 W. 27th St. New York, U.S.A.

Western Buyers may see the apparatus at our

Chicago Agents, SEED TRADE REPORTING BUREAU, 637 Postal Telegraph Bldg., Chicago, Ill.



DUPLICATING SCALE TICKET BOOK

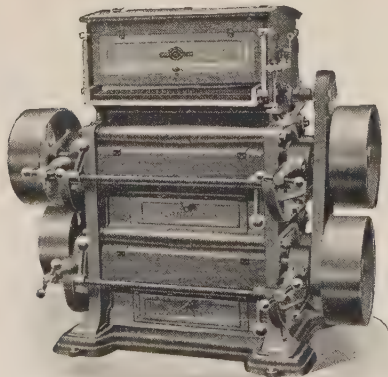
No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbc.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

It is of Mutual Benefit to
Mention The JOURNAL
when writing Advertisers

Roller Feed Mill



The only mill with absolutely protected Rolls on the market.

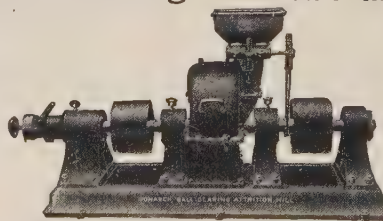
We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills. Grain Elevators, etc., in the World.

ESTABLISHED IN 1866

MONARCH

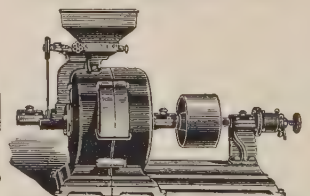
The NAME That STANDS
for Supremacy Satisfaction
Superiority and Success
Ball Bearing Attrition Mill

Write for
our
Catalogs
and
Prices
NOW




ALWAYS GIVE US A CHANCE TO FIGURE

Genuine French Burr Mill



THE "KING" OF ALL ATTRITION MILLS

We guarantee you such a large saving in Power or Increase in Capacity with your Present Power that you cannot allow this to pass your eye  This mill cannot get out of Tram. Needs no attention.

SPROUT, WALDRON & CO., THE MILL BUILDERS P. O. BOX 260 **Muncy, Pa.**
General Western Office
Monadnock Bldg., Chicago, Ill.
Northern Office
1208 4th St., So., Minneapolis, Minn.
Agents Wanted Everywhere
Pacific Coast Branch
613 McKay Bldg., Portland, Ore.

J-M ASBESTOS ROOFING

J-M
Asbestos Mines



The largest in
the world

Composed of *solid asbestos rock* fibres and Trinidad Lake Asphalt, this ready roofing is literally a pliable sheet of stone.

It is *all* mineral.

Contains no perishable material.

Absolutely fireproof.
Never needs painting,
coating or graveling.

Won't rust, rot, melt, crack or peel.

Makes buildings warm in winter and cool in summer.

It is the result of over half a century's experience in the manufacture of roofings.

Sold direct if your dealer won't supply you.

Write our nearest branch for a sample of the curious Asbestos Rock and Catalog No. 303.



Gluck Mills, Anderson, S. C.
Roofed with J-M Asbestos Roofing

H. W. JOHNS-MANVILLE CO.

Baltimore
Boston
Buffalo

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Cleveland
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Dallas
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Seattle

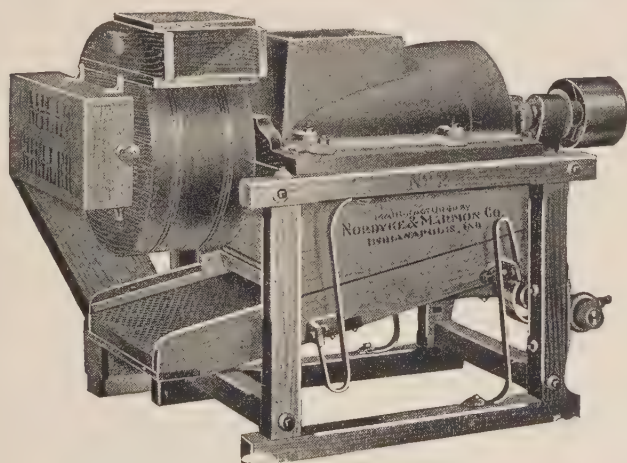
Indianapolis
Kansas City
Los Angeles

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1463

FROM MINES TO ROOF



ONE BIG THING

about "N. & M. Co." Elevator equipment is its absolutely reliable service. You can depend upon it at all times.

Write us about any new equipment you need. Our suggestions or advice can probably put you on the road to much greater efficiency.

NORDYKE & MARMON COMPANY

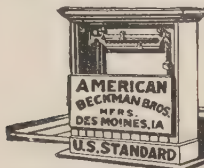
America's Leading Mill Builders

Established 1851

INDIANAPOLIS, IND.

SIXTY YEARS OF SUCCESSFUL MANUFACTURING

PEERLESS
GRAIN FEEDERS CAN LOADERS
OVERHEAD DUMPS MAN LIFTS
for continued satisfaction
PEERLESS FEEDER CO.
RHINEHART SMITH, Mgr.
SIDNEY, OHIO
OHIO REPT. FOR UNION IRON WORKS



PIT & PITLESS SCALES

For STEEL and WOOD
Frames, \$25 and up. Write
US before
YOU BUY.
WE SAVE
you money.
Also Pumps

and Windmills. **BECKMAN BROS.,** Des Moines, Ia.

GALVANIZED CORRUGATED
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



SYKES Steel Roofing Company, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows
Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

It's up to you, Mr. Grain Man

Do you desire a fanning mill, when you pay for a cleaner? Certainly not. Then see our "Standard" line of cleaners for all varieties of grain. It pays.

Standard Cleaners

Grain men are fast realizing the benefits derived thru the installation of a grain cleaner, but more than that they are being convinced of the superiority of the "Standard". Before that dirty load of grain comes in—Write

The International Manufacturing Co.
CRESTLINE, OHIO

An Indisputable Record

WEIGHED ON FAIRBANKS TYPE-REGISTERING BEAM			
Load of	<i>0.75</i>	Date	<i>2/16, 1917</i>
Bought of	<i>H. E. Polton</i>		
Gross	<i>9140</i> lbs.	Price per cwt.
Tare	<i>2875</i> lbs.	Price	<i>64</i> per bu.
Net	<i>6265</i> lbs.	Driver on No.
Net lbs.	<i>H. E. Brach</i> Weigher

You have a record like the above of every weigh for both yourself and customer by using a

Fairbanks Wagon Scale

With
Type-Registering Beam

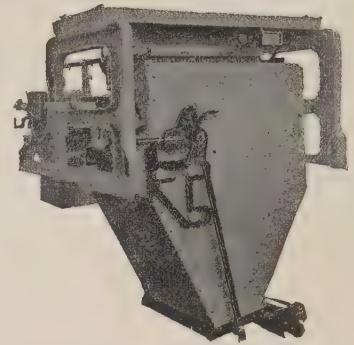
It not only protects you but it inspires confidence. It's business-like.

Catalog No. 550ZF gives full details of the construction, use and advantages of these beams. Write for a copy.

Fairbanks, Morse & Co.
900 South Wabash Ave., Chicago



RICHARDSON



WHEN your elevator builder asks what scale to put in your new elevator, tell him

THE RICHARDSON

The Automatic

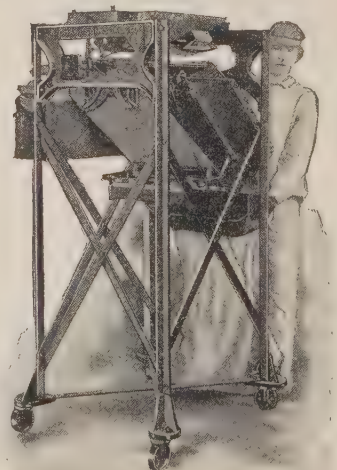
that has made good, that is an accepted scale for buying and selling. The automatic that you can depend upon always—because it's accurate and so simple that anybody can run it; also its patent interlock gates make it fool-proof.

Don't forget we also build automatic scales of all kinds for weighing grain, feed, etc., into bags at a high speed.

Ask for a list of the users.

Richardson Scale Co.

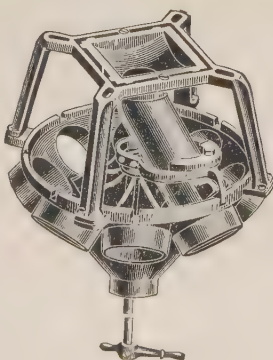
79 W. Monroe St., Chicago
3 Park Row, New York
413 Third St. South, Minneapolis



CAR-LINING BURLAP

To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.

MILWAUKEE BAG CO., Milwaukee, Wis.



Hall Signaling Distributors

are making records and friends wherever they go. Try them out against the best "spouts" you can buy of any other make.

Note carefully their efficiency; their convenience; their durability; the utilization of bin space, thereby increasing the value of the plant; saving from mixed grain. You will never thereafter use anything else.

HALL SPECIAL

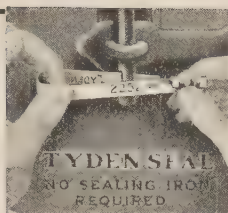
(ELEVATOR LEG)

ONE HUNDRED PER CENT greater efficiency. FIFTY PER CENT longer life. A record the HALL SPECIAL is making where in use every day. COSTS LESS to INSTALL, or to OPERATE, or to MAINTAIN; and does DOUBLE the work of any other leg of equal size.

Hall Distributor Co., 222 Ramge Bldg., Omaha, Nebr.

Claim Losses Prevented

by TYDEN SELF-
LOCKING CAR
SEALS bearing
your name and consecutive numbers.
Thousands of shippers use them.
Write for samples and prices.
INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Gen'l Sales Agent,
617 Railway Exchange Building, CHICAGO, ILL



R



Live weevil plus a little Fuma equals
dead ones every time.

Fumigate Your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in
the bin; kills all insects, weevils, moths, etc.

10c per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR

Manufacturing Chemist

Penn Yan, N. Y.

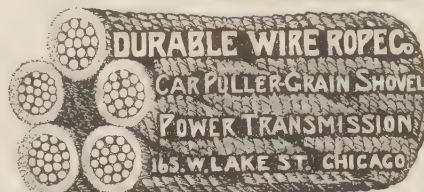
Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of
price; or on trial to respon-
sible parties. Has automatic
valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.



DURABLE WIRE ROPE

CAR PULLER-GRAIN SHOVEL

POWER TRANSMISSION

165 W. LAKE ST. CHICAGO

**GRAIN
TRYERS**



WILLIAMS-LLOYD MACHINERY COMPANY, 638 Federal Street

Chicago



"EUREKA"



SEPARATORS

65 different kinds, for all purposes, and for
every variety of grain grown.

THE WORLD'S BEST

"EUREKA" OAT CLIPPERS

NEW IMPROVED TYPE. CLIPPING
CAN BE REGULATED INSTANTLY
by a handwheel.

"EUREKA" GRAIN DRYERS

For large or small capacities. THE ONLY
FULLY GUARANTEED SYSTEM. Per-
fect drying, high efficiency, low cost.

New 250 page catalogue now ready—best and most complete
ever published—sent free.

THE S. HOWES COMPANY

Grain Cleaning Machinery Specialists
Eureka Works, Silver Creek, N. Y.

Our experts will gladly call and explain merits

CYCLONE BLOW PIPE CO.

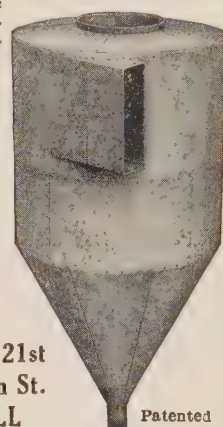
IMPROVED

Cyclone Dust Collectors, Automatic Furnace
Feeders, Steel Plate
Exhaust Fans, Ex-
haust and Blow Pip-
ing.

Complete systems
designed, manufac-
tured, installed and
guaranteed. Old
systems remodeled
on modern lines on
most economical
plans. Supplemen-
tary systems added
where present sys-
tems are outgrown.
Defective systems
corrected and put in
proper working
order.

High and Low
Speed Systems

1001-1015 W 21st
St., cor. Morgan St.
CHICAGO, ILL



Patented



Saves Half the Power

BECAUSE

There is No-Back-Pressure

The New "1905" Cyclone Dust Collector

Write for Catalog
on Dust Collectors

The Knickerbocker Co.
Jackson, Mich.

REGISTER OF WAGON LOADS RECEIVED

This substantially bound book is invaluable to the country grain man and facilitates the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each book contains spaces for records of 4,000 loads. It is printed and ruled on sterling ledger paper, and bound in extra heavy binder board with leather back. Order Form 12AA. Price \$1.50. **GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.**

**WORKS AS WELL AS IT EVER DID**

June 22, 1903 we sold a Boss car loader to Mr. Aaron Gardner at Cottage Grove, Ind. June 12, 1908 he ordered a repair and said: "Would hate to return to the old way of loading grain." A short time ago we asked him how the loader is working and his successors Gardner & Lewis replied the 3rd inst. as follows:

"Will say that we are still using the car loader we bought of you in 1903 and that it has been in constant use and works as well as it ever did."

We did not ask him for a testimonial, in fact when we ask how a machine is doing it is for the purpose of getting at the facts in the case and if the loader is not working as well as it should we want to know it so we can assist the owner to get better results.

These loaders are made in two styles and five sizes of each style all of which are carried in stock.

MAROA MANUFACTURING CO.
Department 3 **Maroa, Ill.**

YOUR ELEVATOR**NEEDS A
GORDON'S
FIRE
EXTINGUISHER**

Think of what the loss of your elevator would mean—your plant—your business—your money; then think that at a small amount of time and money you can secure a protection for all times.

The Gordon's Fire Extinguisher consists of a tank with capacity of 50 to 70 gallons, and two buckets contained in the lid. The fluid cannot freeze, the tank cannot leak, beats the barrel or any other fire extinguisher. Always reliable, ready and effective.

Write for circulars and prices.

O. E. GORDON
Rays Crossing - - - Indiana

Look Here, Mr. Grain Dealer.

You've been considering the installation of car loader for some time—if you have not it's time you were.

Why not give up the old-fashioned method of crawling into a car to fill it to the limited capacity—of receiving discounts on cars of grain, because the center was dust and foreign matter, of constant attention to old timed spout when loading? The installation of a

**COMBINED
GRAIN CLEANER AND PNEUMATIC
CAR LOADER**

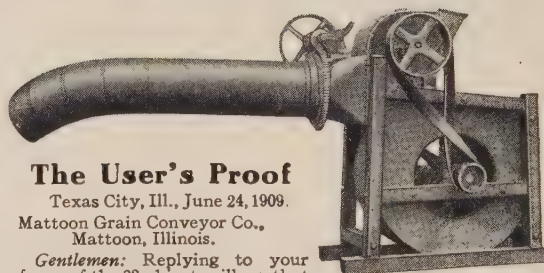
means more profit with less labor. WHY? Because—

- First and most important—It is impossible for it to crack or mill the grain.
- Second—It will fill the largest cars to full capacity, without any labor in the car.
- Third—It is strong and durable, automatic in its action, and requires no attention after starting.
- Fourth—The constant moving of the pneumatic tube as it loads the grain, prevents any accumulation of dust or dirt in the center, or any other part of the car, thereby avoiding heating, and "off" grades.
- Fifth—It cools and dries the grain as it passes through the current of air.

For full particulars, prices and testimonials write

MATTOON GRAIN CONVEYOR COMPANY, MATTOON, ILLINOIS

"LOADS GRAIN, MALT, OR SAND."

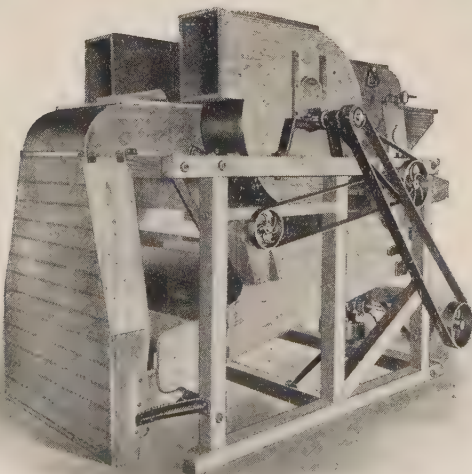
**The User's Proof**

Texas City, Ill., June 24, 1909.
Mattoon Grain Conveyor Co.,
Mattoon, Illinois.

Gentlemen: Replying to your favor of the 22nd inst. will say that the "Combined Grain Cleaner and Pneumatic Car Loader," which I purchased of you last season, has given good satisfaction. It cleans considerable dust out of the grain, which gives it a better grade. Since I have installed one of your loaders in my elevator I do not use a man in the car, the man who weighs operates the loader, and it loads each end of the car very nicely, and I wish to further state that it does not crack the grain. I would recommend this machine to any one who contemplates putting in a grain loader.

Yours truly,

W. T. GARNER.

There is a Reason for it—

**When Elevator Operators write us
letters like the following:**

Gentlemen:—

The No. 3 cleaner at Rockford, Ohio, and the No. 2 cleaner at Richey, Ohio, are giving excellent satisfaction and would recommend to any one wishing a combined cleaner, your Oscillating Corn and Grain Cleaners.

Respectfully,

J. W. McMILLEN & SON.

Van Wert, Ohio, Feb. 15, 1912.

Gentlemen:—

Replying to your favor of recent date, we are glad to say the corn and grain cleaner we installed is doing fine and is giving good satisfaction. Thanking you, we remain,

Yours very truly,

ROBT T. RAY GRAIN CO.

Herington, Kans., Feb. 15, 1912.

The Philip Smith Mfg. Co., Sidney, Ohio

Manufacturers of THE SIDNEY LINE OF CORN SHELLERS AND GRAIN CLEANERS

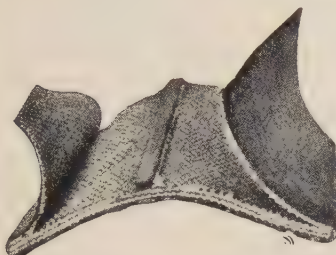
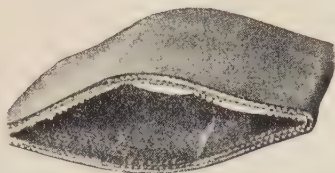
Elevating and Conveying Machinery.

A complete stock carried at Enterprise, Kas

Look Familiar?



Old Style Rubber
Belt Opened Be-
tween the Plies.



Old Style Rubber
Belt Split Down
the Seam.

SALISBURY "R. F. & C."
SOLID WOVEN RUBBER BELT
Cannot Develop Above Defects

LET US TELL YOU ABOUT IT

W. H. SALISBURY & CO., Inc.
Oldest Rubber House in the West
CHICAGO, ILL.

ESTABLISHED
1855

WE aim to solicit the best trade,
and are anxious to have Grain
Dealers ask us why we are in position
to give them *better* service and *better*
coal.

We mine coal of highest heat efficiency,
burns freely, and does not clinker.

"Harrisburg Southern"

is the best steam and domestic
coal mined in Illinois, and every
car we ship is guaranteed.

Harrisburg Southern Coal Co.

1210 Merchants Loan and Trust Bldg.

CHICAGO, ILL.

Rexall Double Stitched Belting

The Gospel of Economy in Belt Expense thru REXALL versus Rubber and ordinary canvas has penetrated everywhere and thousands of Elevator Men have deserted the Belt that WAS for the Belt that IS

*For
Elevating
Conveying
Heavy
Transmission*



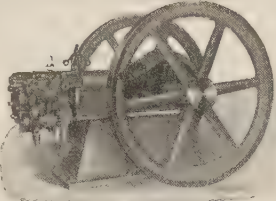
"There's a Reason"
↓
*Double
Stitched
Means
Double Life*

IMPERIAL BELTING COMPANY
MANUFACTURERS "Everything in Belting" CHICAGO

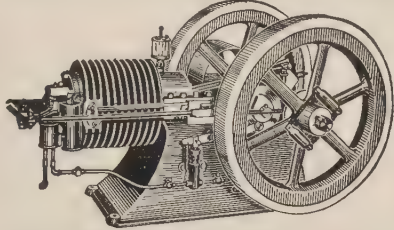
New—Near-New
Rebuilt and
2nd Hand
Gas Engines

of our own
make, thor-
oughly guaran-
teed—8 to 50
H. P. Let us
know your re-
quirements and
we can, no
doubt, fit you
out with just
what you want.

The New Era Gas Engine Co.
86 Jefferson Avenue, PORTSMOUTH, OHIO



LESS GASOLINE—MORE POWER

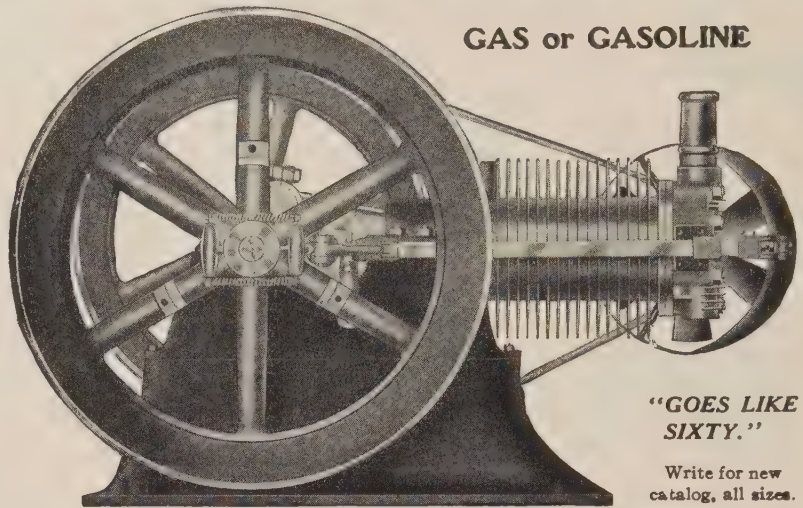


Why use 3 gallons of gasoline where you need only 2? Every third gallon you buy for a water cooled engine is just that much money thrown away. Find out about the Gade Gasoline Saver. Sizes up to 12 H.P., all air cooled.

GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

GILSON 5 Horse Power AIR-COOLED ENGINE

GAS or GASOLINE



"GOES LIKE SIXTY."

Write for new catalog, all sizes.

GILSON MFG. CO., 644 Park St., Port Washington, Wis.

INTERNATIONAL SPECIAL MOLASSES FEED

For Dairy Use

International Special Molasses Feed is fed with highly profitable results in combination with home grown grains, mixed in equal parts by weight. The addition of International Special Molasses Feed adds bulk to the ration and makes a highly nutritious mixture. International Special Molasses Feed should be used as a substitute for bran and **should not** be fed mixed with bran.

The International Special Molasses Feed is also fed with good results combined with Gluten or Brewer's Grains, using 200-lbs. International Special Molasses Feed to every 100-lbs. of the other feed. These mixtures in connection with a liberal amount of roughage will ordinarily supply sufficient protein and will keep cows in splendid milking condition and at a low feeding cost.

For Fattening Cattle

The International Special Molasses Feed has been used with wonderfully good results combined in equal parts with corn or fed in connection with fodder corn. By using the above mixture more gain will be obtained from the same number pounds of feed and the feeding period will also be shortened. It gives cattle a fine finish and makes them top the market.

For Sheep

The International Special Molasses Feed has been thoroughly tested as a feed for sheep and has given paying results in every test. The molasses contained in this feed aids digestion and will keep sheep in a thrifty condition and materially adds to the weight of the fleece. The International Special Molasses Feed can be used as an entire grain ration, or can be fed in combination with ground home grown grains or middlings.

For Horses

The International Special Molasses Feed being easily digested and nutritious, is far superior to bran for mixing with home grown grains to the extent of $\frac{1}{3}$ or $\frac{1}{2}$ the ration. Horses are kept in better flesh and in better condition for hard work and on a less amount of feed by using the above mixture.

The International Special Molasses Feed is composed of ground grains such as oats and barley, cotton seed meal and molasses, which is afterwards dried into a granular form of sugar. The molasses contained in this feed supplies the stomach with the natural digestive juices of the sugar cane, thus promoting perfect digestion and assimilation of the entire ration.

We are daily in receipt of rush orders by wire, telephone and mail from our dealers and our capacity is being heavily taxed in keeping up with orders. We are still naming dealers a price on this feed several dollars per ton below the price of ordinary mill feeds. Write us for illustrated booklet, samples and prices. We give dealers exclusive agency.

INTERNATIONAL SUGAR FEED COMPANY

M. W. SAVAGE, PRESIDENT

MILLS AT MINNEAPOLIS AND MEMPHIS

MINNEAPOLIS, MINN.

ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

EDISON BSCO PRIMARY BATTERY

No matter how perfect you consider your present battery service, you will realize how imperfect it *actually is* when you compare it with Edison BSCO Battery service. Write us today for the book and complete particulars regarding your battery problem.

Thomas A. Edison, Inc.,

49 Lakeside Avenue, Orange, N. J.

You are Paying Too Much for Power

unless you are operating with an OTTO. Make us prove to you that steam power or electric current costs more than with an



Gas or **ENGINE**
Gasoline

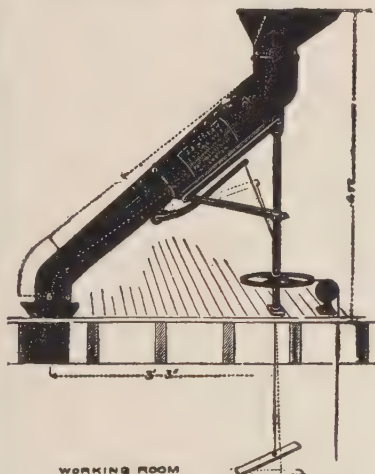
The fuel economy and low up-keep of the OTTO results in lower power cost than is possible from other makes of internal combustion engines. The OTTO is higher grade than ever, yet lower in price than formerly.

Built in all sizes from 1 to 120 H. P.—for city and natural gas, gasoline, alcohol, distillate. We also build producer gas plants complete.

The Otto Gas Engine Works

3217 Walnut St., Philadelphia, Pa.

ORDER THE No. 2



GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

J. J. GERBER, MINNEAPOLIS, MINN.

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

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Simple
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THE WATER IN CORN

Get a
**HESS
DRIER**

and dry yours. It dries other kinds of grain, beans, etc., just as well. All sizes from \$375.00 upward. Free booklet.

Would float a battleship
Watch Out for Dr. Wiley!

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Get a
**HESS (U.S.)
Moisture Tester**

It tells you if your corn is safe to ship. Tells you, too, how much water you buy at the corn price. Tests other kinds of grain also. Burns gasoline, alcohol, gas or electricity. Copper flasks, 3 sizes. Free booklet.



The WESTERN Line Includes Everything Required in and About a Grain Elevator

All orders, large and small, receive the same careful attention.
We pride ourselves on prompt shipments. Give our service a trial.

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UNION IRON WORKS, Decatur, Ill.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

For Sale—One Boss Car Loader. Horner Elevator & Mill Co., Lawrenceville, Ill.

NEW TYPEWRITER AT A BARGAIN.

New No. 5 Oliver Standard Visible Typewriter for sale. Never used. Advocate-Review, Wilton Junction, Iowa.

One 12 INCH MONARCH Attrition mill for sale. \$75. Guaranteed as good as new. Address Monarch, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE.

No. 3 Marseilles Sheller.
25 h.p. Western Electric Induction Motor.
1 Rapid-Fire Hay Press.
All in first class condition. Address C. B., Box 1, Grain Dealers Journal, Chicago.

FOR SALE.

One Barnard & Leas wheat cleaner.
One corn and corn cob cleaner.
One Fairbanks 10 H. P. power gasoline engine.
One 15 H. P. Steam engine.
One steam corn sheller.
One corn grinder.
One hopper scale, carload capacity.
Iron shafting, 14 iron and 4 wood pulleys, belting, etc., for a complete elevator. Address Albert Maust, Falls City, Nebr.

SNAPS. Salem elevator cups, hardly show that they have been used, 6"x18"—16c each, 6"x16"—14c each. One 5 H. P. steam engine, run a very little—\$40. Two Fairbanks Hopper Scales with timbers—\$40 each. One No. 9 Monitor Dustless double barley separator, late model—\$85. One Rochester grain flax and seed cleaner, nearly new—\$35. New perforated zinc sheets 5c per square foot. Eight steam pumps, and three gasoline engines, exceptional bargains. LaCrosse Wrecking & Lumber Co., LaCrosse, Wis.

SECOND HAND MACHINERY.—We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sales): Largest stock in the world.

Separators—No. 3, and No. 98 Barnard's No. 8 Eureka Elevator Separators. No. 0 and No. 4 Richmond, No. 3 Eureka. No. 4 1/2 Barnard's Milling Separators.

Oatclippers—Nos. 6, 8 and 9 Invincible. No. 4 and No. 321 Eureka and No. 4 Barnard's.

Feed Mills, 9x18 Hutchison; 7x14 Great Western; 6x18 Hutchison; 9x18 Graham, all two pair high; 9x24 Alfree, and 9x30 Wolf, all three pair high; No. 3A Howell, 2 No. 1 Willford three Roller Mills, and many others.

Roller Mills—All sizes and makes, single and double.

Attrition Mills, 22 inch and 26 inch Focs, 30 inch American, 22 inch Unique, 16 inch Monarch, 20 inch Monarch, 24 inch Robinson, 18 inch Excel.

Corn Crushers, No. 7 Bowsher; No. 1, Styles N. L. and T. Focs; Nos. 5 and 6 Excel; No. 2 Acme.

Corn Shellers—No. 2 and No. 4 Victor, No. 2 Western, No. 5 Keystone, No. B Standard and 2-Hole Joliet, Western Mill Sheller.

Steam Drier—No. 3 Cutler with steam trap.

Elevator Belts—800 ft. 22 inch, 6 ply Rubber Belt with 20x6 Buckets attached @ 50c per ft., and many other sizes.

Pulleys—A big lot, both wood and iron, from 3 inch to 10 ft. in diameter.

Write for December issue of "Gump Bargains," giving complete list of all machines in stock.

B. F. Gump Co., Mill and Elevator Machinery, 431-433-435-437 S. Clinton St., Chicago.

MACHINES FOR SALE.

FOR SALE CHEAP.

Two burner Hess Grain Tester.
One oat clipper.
One warehouse separator.
One 48,000 lb. Buffalo Hopper Scale with all framing timbers. Buffalo Hopper Scale. All the above in first class condition. The Raymond P. Lipe Co., Toledo, Ohio.

FOR SALE—Complete machinery for 150 bbl. Roller Process Flour Mill, including new 125 H. P. engine and boiler. All in first class shape, rolls recently recorrugated. For further information address Roller, Box 3, Grain Dealers Journal, Chicago, Ill.

Half Price and Lower. For Sale—One 2 ton Fairbanks Wagon Scale—\$50.00. One Barnard & Leas grain cleaner, good condition, 500 bu. capacity—\$50.00. One Boss car loader, good, half price of new. One Western corn sheller, good condition, 500 bus. capacity—half price of new. All F. O. B. Fortville, Ind. Address J. A. McComas, Fortville, Ind.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Focs; 1-19" Focs; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfree, belt drive; 1-7"x15" Alfree, 2 high roller mill. Separators: 1 No. 1 1/2 Barnard & Leas milling; 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

MACHINES WANTED.

WANTED. Good second-hand automatic steam engine. Address Reed-Bear Grain Co., Hicksville, Ohio.

Wanted—Second-hand gasoline traction engine and plowing equipment. Address Geo. H. Hess, La Grange, Ill.

SCALES FOR SALE.

80 TON HOWE RAILROAD SCALE for sale, first class condition, \$200. Cohen-Swartz Rail & Steel Co., St. Louis, Mo.

TWO SECOND HAND Automatic Scales for sale. Good as new. Address Snap, Box 3, Grain Dealers Journal, Chicago, Ill.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SCALES are the trial balance of your business, therefore have them correct. Our large force of mechanical scale experts and our unequalled facilities at your service. Write or wire, Indiana Scale & Supply Co., Indianapolis, Ind.

REFITTED SCALES.

400-600-800-1000 and 1500 lb. Portables.
4-6 and 10 ton 14 and 22 ft. Wagon.
1200-2000-2500 and 5000 lb. Dormants.
48 ft. 80 ton and 44 ft. 100 ton R. R. Track. The right scale at the right price. Southern Scale Co., 407 N. 4th, St. Louis.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

GASOLINE ENGINES

10 H. P. INTERNATIONAL GASOLINE engine for sale. Used 5 months. Putting in electric power reason for selling. Frank Gibbons, Dwight, Ill.

One 35 H. P. Natural Gas or Gasoline engine for sale. In good condition. Will sell cheap. Elliott & Reed Co., Richmond, Indiana.

One 25 H. P. Columbus Gas Engine for sale. Just overhauled. If you want a bargain write quick. We are going to sell it. Pierce Grain & Hay Co., Van Wert, Ohio.

1 FINE 5 H. P. Fairbanks-Morse horizontal gasoline engine, only \$78. Fifty other good propositions for the power users. State your requirements before you buy. Badger Motor Co., Milwaukee, Wis.

FOR SALE—12 h.p. stationary Webster gasoline engine \$225; 15 h.p. stationary Fairbanks gasoline engine \$325. Both of these engines have been sent back to the factory to have the cylinders re-bored and new pistons so that both are practically as good as new. Bad Axe Grain Co., Bad Axe, Mich.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

STEAM ENGINES—BOILERS.

FOR SALE—40 H. P. Chandler & Taylor steam engine. Good as new. \$150. Fortville Milling Co., Fortville, Ind.

1-45 H. P. Columbus gasoline engine,
1-60 H. P. Brownell Auto steam engine,
1-25 H. P. Atlas steam engine,
1-25 H. P. Lansing steam engine.

For sale cheap.
McLaughlin, Ward & Co., Jackson, Mich.

For Sale—150 h.p. Howard & Behler Boiler with front and dome, and 40 h.p. bored to run 45 h.p. Buckeye Engine. Sold on inspection. Price reasonable. New galvanized iron smoke stack included. Correspondence solicited. Central Mill & Elevator Co., Bloomington, Ill.

DYNAMOS—MOTORS.

SPECIAL BARGAIN.

7 1/2 H. P. 3 Phase, 1200 revolution, General Electric Motor—\$125. Good as new and guaranteed in good operating condition. Write for bargains.

E. H. Nagelstock, Rector Bldg., Chicago, Ill.

For Sale—One 10 h.p. 500 volt Thompson Houston direct current motor. One Kentucky Electric Co., 20 light dynamo 110 direct current. One 30 light Mather engine on direct current. One 20 h.p. gasoline traction engine used to plow 100 acres. Address A. H. Arp, M. D., Moline, Ill.

ELECTRIC MACHINERY BARGAINS.

180 Light, 125 Volt, Multi-Polar, Westinghouse dynamo, complete with switchboard \$155
50 Light, 110 Volt dynamo, new, complete with switchboard and 5 h. p. hopper cooled gasoline engine..... 250
5 h. p. 3 phase motor..... 65

All sizes of motors and dynamos at lowest prices. Send us your inquiries.

Aaron Electric Co.,
118 S. Clinton St., Chicago, Ill.

ELEVATORS FOR SALE.

IOWA. For sale elevator and coal business. A good proposition. Address X. Z., Box 9, Grain Dealers Journal, Chicago, Ill.

KANSAS—For sale 12,000 bu. elevator and coal business. A good proposition, \$6,500. Address B. J. B., Box 2, Grain Dealers Journal, Chicago, Ill.

Illinois—Grain business, elevator, and home for sale. Handles from 200,000 to 300,000 bus. annually, no competition. Poor health reason for selling. Address Illinois, Box 4, Grain Dealers Journal, Chicago.

ILLINOIS elevator on C. I. & S. R. R., 20,000 bus. capacity, in good condition, good station, no competition. If you want a good business write Best Opportunity, Box 3, Grain Dealers Journal, Chicago, Ill.

IOWA. For sale—lumber yard, 2 elevators, 6 coal bins and cement block plant, all one business in Cherokee, Iowa; all doing good business. Address Elmo Archer, Cherokee, Iowa.

NORTH DAKOTA AND MINNESOTA. For sale 16 elevators located in N. D. and Minn. Good stations and prices reasonable. Will sell either as a line or separate. Address 308 Board of Trade, Duluth, Minn.

South Central Kansas—For Sale—12,000 bu. ironclad elevator, feed mill, corn sheller, etc., and coal bins. Located on Santa Fe and Frisco tracks. In good grain belt. A good business. Address S. F. & F., Box 4, Grain Dealers Journal, Chicago, Ill.

Wisconsin—Two first-class elevators for sale. One at Sturgeon Bay, Wis., and one at Sawyer, Wis. Capacity 30,000 bus. each. They are now in the hands of the receiver. If interested write at once to John M. Perry, Trustee, Sturgeon Bay, Wis.

For Sale—New grain elevator and coal business in Franklin County, Iowa, on Rock Island Railroad. Fine territory. New station earning good profits. Easy terms. Satisfactory reason for selling. Buyer could open up general store to advantage. Box 440, Des Moines, Ia.

WISCONSIN. 10,000 bu. elevator and 50 bbl. steam roller mill for sale. On side track of main line of C. M. & St. P. R. R. No competition. Up to date flour and feed mill (Allis System). Everything in good running order. Address Wisconsin, Box 11, Grain Dealers Journal, Chicago.

OKLAHOMA. \$4,500 gets best 15,000 bu. studded elevator in eastern Okla. Built 3 yrs. 40 to 60 M. bu. annually; corn meal and feed outfit; all cost \$6,000; good hay and hog point and large territory to draw from. Address Okla., Box 1, Grain Dealers Journal, Chicago, Ill.

Missouri—\$4,000 buys a nice feed and grain business in central Missouri on Mo. Pac. Ry. Including public scales, nice residence, good barn and outbuildings and 5 acres of good land. All in corporation of a good live town. Buildings alone would cost more if built now. All are in good shape and almost new. Address H. E. W., Box 4, Grain Dealers Journal, Chicago.

INDIANA—For Sale, one of my four grain elevators. Two on the C. & E. R. R. and two on the L. E. & W. R. R. Will sell one on either road at Athens on the Erie or Walnut on the L. E. & W. Elevators in first class condition, with large coal, drain tile, flour and feed business in connection. Choice of either at reasonable price. Address B. Nottger, Rochester, Ind.

WESTERN OHIO—25,000 bus. heavy cribbed elevator for sale. On own ground. Steam power, strong concrete foundation. Elevator and engine room floors concrete. Iron siding and roof, three stands of elevators, corn cleaner, corn sheller, attrition mill, wagon, hopper and platform scales. An up-to-date elevator. First class machinery and mill work. Handle flour, feed, salt, seeds, etc., as side line. Write O. K., Box 2, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

NORTHWESTERN IOWA.—For sale, 1 to 5 elevators located on the C. M. & St. P. Ry. Address A. H. Betts, Mitchell, S. Dak.

IOWA. For sale two good cribbed elevators in northwest Iowa on the Rock Island. Address K. R., Box 1, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

ILLINOIS. For sale, my elevators at Holder, and Brokaw, Ill. Bed rock price and terms to suit purchaser. Address Holder, Box 12, Grain Dealers Journal, Chicago, Ill.

OHIO. Here's a Bargain. 15,000 bu. elevator and 150 bbl. mill for sale. Everything in A1 condition. Good grain territory. 160 H. P. engine. First bidder buys. Address A1, Box 3, Grain Dealers Journal, Chicago, Ill.

OHIO ELEVATOR that can show profits \$10,000 a year. On private ground. Other business reason for selling. Price \$15,000. Also other elevator for \$5,000. Address Bargain, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE PART INTEREST or all of 50,000 bu. grain elevator, also 100 car hay warehouse, with established profitable grain business, at large terminal market Address Terminal, Box 3, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA. For sale elevator and alfalfa mill, mill property on three lots, good machinery and in good running order. The plant cost \$8,000, will sell for 50c on the dollar. Write quick, Okla., Box 3, Grain Dealers Journal, Chicago, Ill.

CENTRAL MINNESOTA.—For Sale, 30,000 bu., cribbed elevator, coal sheds and corn cribs. All in good condition. Good business, in the best grain county in the State. For particulars address W. F., Box 4, Grain Dealers Journal, Chicago, Ill.

IOWA. Two grain elevators 40M. and 15M. capacity, each run by gasoline engines; scales in each elevator; coal house, corn crib, office and residence. House has 7 rooms, furnace, good well and cistern. Possession can be given in 30 days. No trades. \$5,200 takes them. M. E. Cardwell, Rockwell, Iowa.

ILLINOIS—Elevator of about 8,000 bus. storage capacity, in a good grain territory. Everything in good repair. Can handle 300 to 500 bus. per hour. Reason for selling I have two and cannot personally superintend both. Situated on L. & N. R. R. in Gallatin Co. Good outlet to southern markets. For particulars address P. O. Box 275, Shawneetown, Ill.

SOUTHERN KANSAS. For sale or trade for land. Roller flour mill equipped with 125 H. P. new engine and boiler, 8,000 bu. elevator with 5 dumps, corn sheller, two grain cleaners, two feed rolls, 300 bu. Fairbanks Hopper Scale, 35 H. P. gas engine and 15 lots. Located on main line of the Santa Fe in Southern Kansas. For further information address M. W. T., Box 3, Grain Dealers Journal, Chicago, Ill.

KANSAS ELEVATOR BARGAIN—50M. bu., capacity, 100 H. P. steam power, also natural gas power. Good wheat country, 18,000 town, private ground, well and modernly equipped, 20x140 warehouses. Transfer also, 3 railroads, 3/4 cents grain elevation, which pays expenses. This plant clears \$1,000 per month. Price \$20,000, half cash, balance terms. WIRE ME. John A. Rice, Frankfort, Ind.

JOHN A. RICE, Exclusive elevator broker, Frankfort, Ind. Am going to sell to first buyer, who can swing it, the best elevator and grain business in Indiana. A PRIVATE LIST. Every modern convenience. Capacity 125M. Guarantee half million corn and oats shipment average for past 3 years. Private grounds, includes 8 room residence. Good town. All conditions first-class. Price \$30,000.

ELEVATORS WANTED.

Wanted to Buy or lease an elevator. Give full particulars in first letter. Address B. L. Cook, Zearing, Iowa.

Wanted an Elevator in Eastern Nebr., in good grain territory. Address Buck, Box 4, Grain Dealers Journal, Chicago.

CHOICE NORTH DAKOTA Farming and City property, which I will trade for a grain elevator at a good grain point in North or South Dakota or Minnesota. Write for particulars to Box 41, Glendive, Mont.

WANTED TO TRADE two sections of good Montana grazing land with abundance of grass and water for an elevator in a live North Dakota or South Dakota town. Frank A. Cousins, Bismark, N. D.

Will Trade in exchange for good grain, coal and feed business, a 200 acre farm of black level corn land, well improved, three miles from good market in Indiana. Address Ind., Box 4, Grain Dealers Journal, Chicago, Ill.

For Sale or Exchange—Good inside, income bearing, city property in one of the best cities in Iowa. Would consider a small line of elevators in N. W. Iowa or S. E. Dakota. What have you to offer? Address N. T., Box 4, Grain Dealers Journal, Chicago, Ill.

I Want to Trade my dwelling house and general mercantile business for a grain elevator in some good locality in Canada or Dakota. Must be a good house. Best business in town, and has the best and most trade. All good clean stock, none of it trading. Located in a live Minnesota town. Address Trade, Box 4, Grain Dealers Journal, Chicago, Ill.

WE HAVE 240 ACRES of good alfalfa land, seven miles from good town. River running through one side of it. Can all be irrigated with the cost of about a \$1,000.00, but does not need it to grow alfalfa. Will trade for a good corn elevator at a good station. Give time on difference. Address Patton-Douglas Grain Co., Texhoma, Okla.

OLD ELEVATORS BOUGHT.

We are in the market to buy old elevators, mills, factories, warehouses or any large buildings, and will promptly comply with requests to bid on any properties answering such descriptions, in Wisconsin, Minnesota, Iowa, Illinois or Michigan. LaCrosse Wrecking & Lumber Co., LaCrosse, Wisconsin.

ELEVATOR BROKERS.

JAMES M. MAGUIRE, Campus, Ill. Elevator Broker, can suit you in an elevator from \$5,000 up. Can give good terms on many of them. Write for information or to make appointments.

JOHN A. RICE, Exclusive elevator broker, Frankfort, Ind. 1,100 listed. Sold 120. First-class trade only. Charge seller 2%, subject to prior sale. NO OTHER WAY. 12 years' experience worth \$1,000 to buyers GRATIS. List with me, buy of me and have good luck.

BUSINESS OPPORTUNITIES.

GRAIN, COAL AND IMPLEMENT business for sale. Good for \$5,000 per year. Investigate. Address Grain, Box 1, Grain Dealers Journal, Chicago, Ill.

NORTH CENTRAL IOWA. For sale grain, coal and live stock business, all doing a right good and profitable business. Consideration \$4,500. Address Profitable, Box 1, Grain Dealers Journal, Chicago.

Bankrupt's Sale—On Thursday, March 7th, 1912, at 10 o'clock a. m., the undersigned will sell the flour mill, elevator and real estate and other personal property connected with the old firm of Kidwell & Goode, business established 30 years. O. A. Armfield, Trustee, Elwood, Indiana.

MILLS FOR SALE.

For Sale—Valuable Mills and Milling interest at a bargain. Write quick. Address W. H. Burnett, R. F. D., Box 14, Pikeville, Tenn.

Central Kansas—200 bbl. modern steam mill with elevator adjoining, in wheat belt, for sale or trade. Address B. B. Bargain, Box 4, Grain Dealers Journal, Chicago, Ill.

Ohio—Electric power meal and feed mill, situated in Bellefontaine, O. Everything new and up-to-date. Call on or address G. H. Armstrong, Fairfield, O.

For Sale or Trade—75 bbl. Allis Mill. Run 5 years. Reynolds Corliss engine. Will sell or trade mill or machinery only. Address M. Strom, Schaller, Ia.

50 BBL. Sifter Mill—No other in county. Good exchange, plenty of wheat, coal 5c. \$1,000 cash, balance easy. Address Pete. Box 4, Grain Dealers Journal, Chicago.

FLOUR AND FEED MILL, 35 bbl. flour mill, water power, also gas and gasoline engine. E. Central Indiana. Terms to suit purchaser. Address E. C. I., Box 2, Grain Dealers Journal, Chicago, Ill.

MICHIGAN MILL FOR SALE. Complete 75 bbl., steam roller mill for sale, cheap for cash if taken immediately. On railroad in town of 3,000. Excellent location for farmers elevator. Address H. Lewis, 216 S. State St., Ann Arbor, Mich.

MILL BARGAIN, Champaign County, Ohio. Never failing water power. Modern equipment—50 bbl. Fine wheat country—well located, 14 acres of land, 7 room residence and barn. A real bargain. Quick action necessary. Price \$8,500. John A. Rice, Frankfort, Ind.

FOR SALE—Edna City Feed & Meal Mill, Edna, Kans. Mill doing good business, and a paying institution. Will sell for \$5,000 cash and invoice stock and supplies on hand at cost, will invoice about \$1,000. Reason for selling want to change climates. Address C. E. Page, Edna, Kans.

For Rent—Combination grist and 100 barrel flour mill; water power and Niagara power available. Only mill in district; situated village Scottsville, N. Y., 1,000 population. Good trade established. Also has good shipping facilities. Address Livingstone-Niagara Power Co., Avon, N. Y.

FOR SALE CHEAP to settle estate. One of the largest flour mills in the South, with large shipping and local trade. Fully equipped with latest improved machinery. Located on two R. R.'s, in center of big wheat growing section. A great bargain to quick buyer. For full particulars, address Box 55, Winchester, Va.

SITUATIONS WANTED.

WANTED—POSITION AS MANAGER of an elevator. Am perfectly capable and can give reference. Married. E. L. Reed, De Witt, Ill.

GRAIN BUYER wants position with grain firm, 8 years' experience, married and speaks German. Write H. J. Shaffer, 62 W. Military St., Fremont, Nebr.

EXPERIENCED GRAIN MAN desires position in grain business in Illinois or Indiana. 10 years in grain business. Can give best of references. Write W. S. P., Box 3, Grain Dealers Journal, Chicago, Ill.

Wanted by an Experienced Man to associate with grain firm as manager of elevator, grain, flour and feed business. Would invest \$1,000 to \$1,500 in plant. Southern Kans. or Northern Okla. preferred. Address 66, Box 4, Grain Dealers Journal, Chicago.

SITUATION WANTED as bookkeeper or manager of country elevator. Five years' experience in lumber and grain business. Speak Swedish and English fluently. Address Man, Box 4, Grain Dealers Journal, Chicago.

HELP WANTED.

TRAVELING SALESMAN calling on elevators, etc., will hear of highly profitable side line (no samples) by addressing Dept. B, Box 663, Cincinnati, O.

Help Wanted—Reliable man to take charge of country elevator; must be honest and capable of getting business, and getting along with competition; references required. Address Iowa, Box 4, Grain Dealers Journal, Chicago, Ill.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALFALFA HAY WANTED.

Get our prices before selling. We are the largest handlers in the Middle West. Albert Miller & Co., 192 N. Clark St., Chicago, Ill.

MEAL WANTED.

MEAL AND CHOPS WANTED. We are in the market for continuous shipments of corn meal and chops and will be pleased to hear from manufacturers. Metzger & Gibson, Meridian, Miss.

WE ARE ALWAYS IN THE MARKET for straight and mixed cars—corn chops, sacked corn, straight and millrun bran, corn meal in 35 lb. and 17½ lb. sacks, oats, in fact all kinds of feedstuffs delivered basis Group 1 Texas Points. Shall be pleased to have prices from reliable manufacturers. Address S. F. Nelson, Winnsboro, Tex.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

QUOTE CORN in two bushel bags, bran, ear corn, sacked oats, pure corn chops and hay, car lots delivered group three Texas points. Everett Grain Company, Belton, Texas.

Force & Kiely have been in the grain and seed business at Wheaton, Kans., for 6 years. If you have anything to offer it will pay you to communicate with them. Address W. C. Kiely, Sec'y, Force & Kiely, Wheaton, Kans.

LAND FOR SALE.

FOR SALE—One half section of land in Barton Co., Mo., to settle estate of John G. Bruns; for particulars call on or write F. A. Bruns, Willmington, Ill.

FOR SALE OR TRADE. 200 acres of land adjoining good town in the Panhandle of Texas, improved, all in cultivation. Clear. Address McMillen & Fergus, Van Wert, O.

SHULTZ SEED CO. OLNEY, ILL.

RED CLOVER
ALLSIKE
TIMOTHY
RED TOP
COW PEAS

SEEDS

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MILLETS, etc., in CARLOADS or LOCAL LOTS

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We Are Located in Heart of RED TOP Country

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GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

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SEEDS FOR SALE—WANTED

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We have several cars of very good CHICKEN WHEAT. SAMPLES AND PRICES upon request.

THE RICHTER GRAIN COMPANY,
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re-cleaned. Jewell, greatest corn and alfalfa county in the world; grows seed. Write for prices and samples. J. Jacobson, Formosa, Kan.

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Send Samples

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FARMER SEED & NURSERY CO.
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KANSAS CITY, MO.
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Utah and Idaho grown. We are the largest primary dealers in the west and received highest award at Exposition Universelle, Paris, France, 1900.

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OGDEN, - - UTAH
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GERMAN MILLET SEED WANTED
in car load lots.

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WANTED FIELD SEEDS, all varieties Quote, with samples. J. Oliver Johnson, Chicago, Ill.

IF THE SEEDS YOU WANT are not advertised here, write us. We keep a record of seed offered for sale and may be able to refer you direct to firms having what you want. Seed Dept. Grain Dealers Journal, Chicago, Ill.

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Wanted—Field Seeds—Millet (all varieties). Cane, cowpeas, speltz, popcorn. Samples solicited. All kinds of field seeds for sale. Ask for samples. Mitchell Bros., St. Joseph, Mo.

FOR SALE

Alfalfa Seed Timothy Seed
THE NEBRASKA SEED COMPANY

OMAHA, - NEBRASKA

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Pure Bred Seed Corn—Grown by us on our Sunny Side Seed Farm; six different varieties of Pure Bred, big yielding, sure growing seed corn. Can furnish in large or small lots. McGreer Bros. Coburg, Iowa.

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Johnson Grass Seed. 1911 crop. Figure with us, indicating quantity wanted. We handle most all kinds of feed and field seeds. Dallas Grain & Seed Co., Dallas, Texas.

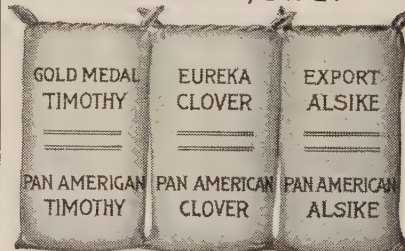
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Also Dry Land Montana
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Timothy, Red Clover, Alsike, Alfalfa, White Clover, Crimson Clover, Canada Bluegrass, Redtop, Millets, Lawn Seed, Orchard Grass, Seed Grains, Peas, Popcorn, Etc.

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IN LARGE or SMALL LOTS

MEDIUM RED and ALSIKE CLOVERS

ALSO TIMOTHY

Mail Samples Today

Garton Cooper Seed Co., 51 1st St., Sugar Grove, Ill.

If there is a harvest ahead—even though it be a distant one—it is poor thrift to be stingy with your seed corn

—Carlyle

Select good seed and plant it here

Grain Dealers Journal,

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

WE MAKE A SPECIALTY of high grade seed corn, also seed oats. Aye Bros., Blair Nebr.

HIGH GRADE SEED CORN and seeds for 1912. Send for catalog. Address Geo. T. Fielding & Sons, Manhattan, Kan.

ORCHARD GRASS AND BLUE GRASS. Ask for free booklet, samples and prices, car lots or less. Louisville Seed Co., Louisville, Ky.

SEED CORN for sale. Johnson Co., white; Johnson Co., yellow; and Reids yellow Dent. Tested and Guaranteed. B. F. Cole, Trafalgar, Ind.

PEAS. Whippoorwill, Blackeyed and Cream Peas in local or car lots. Ask for prices, f. o. b. Texas points. Reinhart Grain Co., McKinney, Texas.

GERMAN MILLET is our specialty and we are now in position to furnish the trade with new crop seed either in small or large quantities. Correspondence solicited. D. H. Clark, Galt, Mo.

CHOICE ALFALFA SEED for sale. Guaranteed free from weed seeds or dodger. U. S. Agri. test 98.75% pure. In bushel lots \$11 per bushel, less \$11.50 per bushel. Write, J. M. Gates, Fort Crook, Nebr.

John A. Salzer Seed Co.

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Consignments solicited. Send us your samples.

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WE HAVE a surplus of clover seed and alsike, and carry a full line of field seeds. Will be glad to send samples and prices on application. Caughey & Carran, Chamber of Commerce, Detroit, Mich.

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IF YOU ARE IN THE MARKET for Medium or Mammoth Clover Seed, also Alsike and Timothy Seed, ask for samples. If you have seed for sale mail samples. Kraus & Apfelbaum, Columbia City, Ind.

HOME GROWN MEDIUM AND MAMMOUTH RED CLOVER ALSIKE AND TIMOTHY.

If you want high grade qualities, we have them.

Write for samples and prices. LOOK OUT for the FOREIGN MIXTURES, at a little less money. Get the best that can be procured. We sell that kind.

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TIFFIN, OHIO.

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TIMOTHY SEED Mail 2 oz. samples for bids to

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Send samples for our bids

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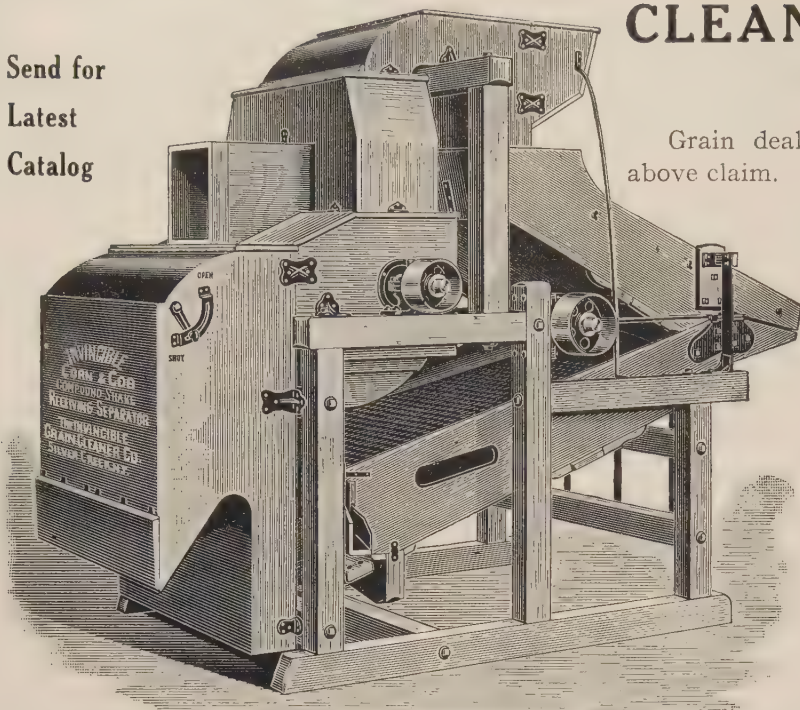
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SEEDS

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Send Samples for Prices

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Grain dealers require no argument to prove the above claim.

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To get the highest prices all corn shippers should install

The Invincible Corn and Cob Separator and Cleaner

We guarantee this machine will take the Corn and Cob mixed from the Sheller and in one operation deliver the corn clean and ready for market.

Send for particulars today.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

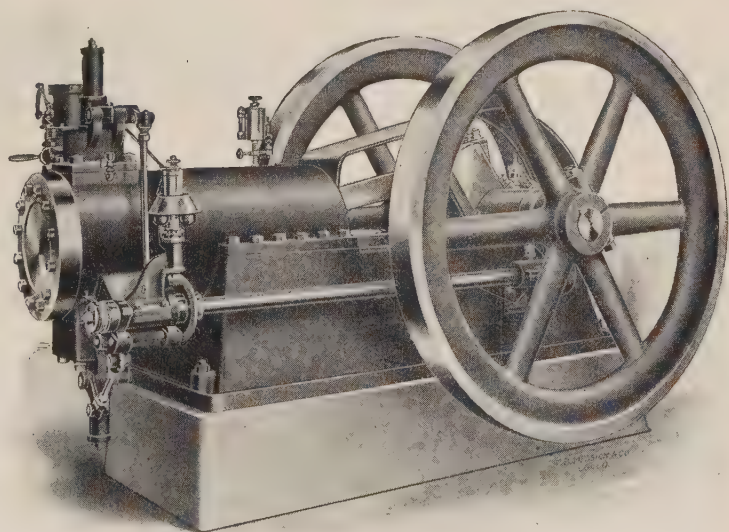
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GRAIN DEALERS' JOURNAL

Published on the

10th and 25th of Each Month

by the

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315 S. La Salle Street, Chicago, Ill.

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., FEBRUARY 25, 1912

SHIPPERS in the corn belt are complaining most bitterly of their inability to obtain cars. Their elevators are full of corn, containing a large percentage of moisture, and if we have an early spring, as promised, it may be that when they do entrust it to the tight box cars, it will spoil before it reaches destination.

PRESIDENT TAFT has rejected the proposition of the Postmaster General to buy all the telegraph lines and operate them in conjunction with the postoffice department, because he does not believe the public would be benefited either in improvement of service or reduction of cost. He's right there, but just think of the number of soft snaps it would make for the political hangers-on.

MINNESOTA'S state scale inspector claims to have condemned four out of thirteen wagon scales recently inspected, and he is probably telling the truth. That does not mean, however, that the scales were beyond repair. If country grain dealers would take more conscientious care of their scales, they would last longer, and could be depended upon for accurate weights. Unless the wagon scale is inspected frequently, and given conscientious care, it will not weigh correctly, and it is folly to expect it to do so.

SHIPPERS whose sour, rotten, hot corn or other spoiled grain is confiscated by the Bureau of Chemists of the Agricultural Dept. will confer a great favor on members of the trade by advising their brother shippers of their predicament.

GERMINATION TESTS of last year's seed corn indicate that it will be more difficult than ever to find good seed corn for spring planting. It is a very easy matter to conduct these tests, and dealers who have any time to spare will find it a profitable occupation, not only for increasing their own business, but for helping their farmer patrons. It is becoming more and more difficult to find good seed.

A NORTH DAKOTA elevator man fell into a bin of corn recently and was sucked down in the grain so that his friends were on the point of giving him up for dead. Hope kept them at work, and they dug him out an hour later, to find him still breathing, altho greatly exhausted. The unfortunate man had the presence of mind when he felt himself being sucked into the grain, to pull his coat over his head, and protect himself from the grain in a way to provide an air space. This saved him until his friends dug him out.

TELEPHONE contracts will soon be legal, if the apparatus which is said to have been perfected recently is put into general use. This improved telephone receiver is composed of two 'phones, one of which is connected with the vibrating membrane of a phonograph, so that all conversation conducted over the wire, while this apparatus is attached, is recorded by the phonograph, and can be reproduced. When the courts recognize and admit the phonograph as evidence of a conversation, then phone contracts for the sale and purchase of grain will be permanently recorded, and the evidence will be as admissible as a written contract.

THE NUMBER of anti-option bills introduced in both houses of Congress is really a sad commentary on the intelligence of the average Congressman. The abolition of future trading would so quickly destroy the market for grain that the expense of marketing all the principal grains would be greatly increased. The rapid changes in the prices of cash grain in every center would depend largely on the whims and wishes of large operators, who would have a virtual monopoly of market information, and naturally would control the prices to their own advantage and profit much more easily than is now possible under regulated trade on the floors of the recognized exchanges. Present conditions may not be all that is desired, or all that can be attained thru the medium of grain exchanges, but the cash trade would be in wild chaos if these exchanges were forbidden to deal in grain for future delivery.

AN EXPLOSION of vegetable matter in the Waukegan factory of the Corn Products Co. last week resulted in two employees being badly injured and the destruction of property valued at \$50,000. Grain dust is always likely to explode if suspended in air and exposed to a flame in proper proportions. More general use of dust collectors and the keeping of plants in cleaner condition alone will minimize this hazard.

INTERSTATE shipments of sulphured oats will be prosecuted by the Bureau of Chemistry, not because of any injurious effect of sulphur dioxide, but because the chemists consider it an adulteration because it conceals inferiority and adds water, two things which are stoutly denied by men long in the trade and by expert chemists who have carefully analyzed many samples, both before and after the purifying process. At St. Louis Mr. Brown said his firm's books showed that sulphuring 17,000,000 bus. of oats resulted in a shrinkage of 267,000 bus. Purifying discolored oats with sulphur fumes is a cleaning process which results in real improvement in quality, as well as in appearance. The trouble with Dr. Wiley seems to be an acute attack of sulphuritis.

SHORT WEIGHTS are bringing the government elevators of Manitoba into deep disrepute with farmers, who are complaining most bitterly. The grain consumer should now insist that the farmer is not growing his grain right, and petition the government to buy all the land and grow all the grain. Then it will be grown right, weighed correctly and shipped to the best advantage, because the government will be doing it. It is to be hoped that those who are so deeply impressed with the efficacy of the government in doing everything, will shortly get their full of poor service. Many who have investigated the conditions existing at points where the Manitoba government is operating elevators, declare that it costs the farmer more to market his grain today than ever.

SO MUCH of the damp wheat of the spring wheat section and western Canada has heated and got out of condition that elevator men are becoming alarmed. Few of them have proper facilities for drying and cleaning this grain, and as the season advances the quantity reported still in farmers' hands increases instead of diminishes. It is evident that the grain dealers who have driers to care for their damp wheat or corn will realize a large profit on their investment, particularly so if they have sufficient bankbone to refuse to pay more than the stuff is worth. The evaporation of sufficient moisture to place this damp grain in shipping condition will result in considerable shrinkage. Damp grain must be bot right and handled right, or else the handlers will realize a heavy loss from handling it.

INCENDIARY fires are of such frequent occurrence in grain elevators that it would seem to be the part of wisdom for owners of this class of property to install automatic fire alarms and apparatus for quickly extinguishing fires when discovered. Many plants have been destroyed during recent months because no apparatus was available for fighting the fire when first discovered, and naturally, in the wooden houses, it soon got beyond control.

MEMBERS of the Illinois Grain Dealers Ass'n. at St. Louis last Friday met and condemned in most vigorous terms the poor service being rendered by the Illinois railroads, and demanding that immediate steps be taken to secure sufficient rolling stock to render the service to which the grain shippers of the state are entitled. The grain shippers of every state owe it to themselves and their brother dealers to insist upon better cars and better service, otherwise they may expect to suffer even greater financial loss than they have in the past. Too many of the railroads are used primarily for stock gambling purposes, and the earnings are used to pay interest on water, rather than in providing facilities for rendering that service to which the shipping public is fully entitled.

THE Dept. of Agriculture at Washington has so little to do these days that a bill has been introduced in Congress providing for the establishment of a Bureau of Markets, which will be operated by the Agricultural Dept. The purpose is to collect data in reference to markets, same to be distributed by bulletins or special agents. The Bureau will also investigate demands for farm products and compile information of statistics, and if it ever does attempt to do the work, it will do it just about one-tenth as good as the market reporters of the daily press now do it, and the cost to the public will be about ten times as great. It is doubtful if the Bureau, if established, will ever get its information circulated before it is ancient history.

NATURAL SHRINKAGE of grain shipments has never been determined on a sufficient number of shipments to arrive at a fair average, but representatives of shippers, receivers and carriers in Chicago last week decided to recommend to traffic managers that claims for less than \$1.00 be not filed or considered, and that where cars arrived at destination in a leaking condition, claims should be paid in full by the carrier, but where cars arrived at destination without any evidence of leakage, an allowance from shortage claims should be granted the carrier to the amount of $\frac{1}{4}$ of 1% on corn and $\frac{1}{8}$ of 1% on small grain. While it is not likely that carriers could prove such a shrinkage in all cases, still the average shipper is not disposed to be too exacting in the matter of claims for loss in transit, and no doubt the majority will accept the discount, rather than quibble with the carrier's claim agent.

ORDER Bs/L now issued in Indiana are dated with the railroad station dating stamp, just as they shud be everywhere, and as they would be if the shippers using this form of bill demanded it. This improvement is the direct result of an application to the state railroad commission made by the Indiana Grain Dealers Ass'n after a hearing. This success of the Ass'n shud encourage it to demand also that all order bills be kept by the issuing agent until the grain is received, that the Bs/L be signed in ink and numbered serially. If the agitation for a safe Order B/L is kept up the forging of Bs/L will soon be made somewhat difficult and the losses will be materially reduced. The Indiana organization has set the other grain dealers ass'ns a good example. Who will be the next to move?

GRAIN SHIPPERS who believe that the interstate shipment of grain and hay in their raw or natural form should be permitted owe it to themselves and their brother dealers immediately to appeal not only to the Secretary of Agriculture, but to the President and their representatives in Congress, to secure such an amendment of the Food & Drugs Act as will permit grain as it is received from the farm to be shipped without fear of seizure. Rye and barley, as well as many weed seeds, are frequently marketed with wheat and oats. While the majority of farmers do strive to grow pure varieties, free from foreign matter, still few of them are able to do so always, and none can afford to install cleaning machinery which will enable them to make perfect separation of these mixtures before hauling to market. Farmers are also sufficiently affected by the law to ask relief.

GRAIN DEALERS who must ship corn across state lines in order to find a favorable market, cannot safely do so unless it is sound, dry and clean. If it gets out of condition, it is very likely to be seized by the Bureau of Chemistry. Corn that is already out of condition should not be shipped until thoroly dried and placed in marketable condition. Dealers who fill their houses with off-grade stuff, when they have no facilities for placing it in marketable condition before shipment across state lines, are not only likely to get in trouble with the Bureau of Chemistry, but the bankers and insurance men will also hesitate to extend any more credit or give any more insurance. Much of the new corn purchased during the recent cold spell will no doubt swell up and heat with the first approach of warm weather. The less the country dealers have of this kind of grain, either in their elevators or box cars, the easier will they rest nights. The frozen grain could have been forwarded during the cold weather, without fear or deterioration, but with the approach of warm weather, heating of much of last year's corn crop is almost certain, if retained long in tight bins or box cars.

THE ST. LOUIS CONFERENCE.

The St. Louis conference of delegates to consider Dr. Wiley's interpretation of the Food & Drugs Act, as applied to the grain trade, was composed of serious minded men from all sections of the grain trade, and of representatives of the growers and the millers. The active interest taken in the proceedings shows conclusively that the members of the trade are thoroly aroused, and fully appreciate the impracticability of trying to conduct the grain business according to chemical laboratory methods.

Every effort to denounce Dr. Wiley and his buro was easily thwarted, and one ill-tempered resolution against the Doctor resulted in the tabling of a very desirable resolution, calling for the continuance of the Referee Board of Expert Chemists. The purpose of this board is to pass upon chemical problems appealed from the Bureau of Chemistry. It assists the Secretary of Agriculture in deciding whether or not practices complained of are deleterious or injurious to health. In fairness to all interests, this Board should surely be maintained. No doubt the resolution asking for this action would have been adopted without opposition by the conference, but its presentation in a resolution coupled with denunciation of Dr. Wiley resulted in its killing.

If the law is enforced as Dr. Wiley interprets it, every country grain merchant who ships grain across state lines must necessarily provide more bins for the careful classification of grain purchased, and more and better machinery for the cleaning of grain before shipment. The old time scooper who loads all grain of the same kind in car will be compelled to confine his shipments to the boundaries of his own state, or else have his grain seized. The elevator man who pursues the slack methods of by-gone days will suffer the same fate, unless he be willing to ship his grain as "mixed grain."

Misbranding by an official inspector of a state or a grain exchange will not afford the shipper a particle of relief. Even tho he appealed from the inspection of the department, if he bills the grain out for what it is not, the grain may be seized. Country elevator men whose plants are full of damp corn, which is likely to heat, unless soon dried or consumed, cannot ship it across state lines with safety. Farmers tendering such stuff for sale should simply be referred to Dr. Wiley, or else a drier installed immediately, so that the corn can be placed in condition which will insure its safe transportation.

Whether the committee which goes to Washington will be able to secure any relief for grain handlers on this crop is problematical. The law is on the statute books, and it will be quite difficult to obtain an amendment. Its provisions, as applied to the grain trade, may be suspended for a few months, but this would give only temporary relief, and it would seem to be absolutely necessary for every shipper who expects to send grain across state lines to buy grain strictly on grade, classify it accurately, clean it thoroly and bill it correctly, as misbranding is a heinous offense in the eyes not only of Dr. Wiley, but of the law.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HOW TO EXTERMINATE MICE.

Grain Dealers Journal: We have suffered considerable damage this year by mice cutting holes in flour sacks, and would be very thankful for some means of getting rid of them. We have tried several kinds of poison, but with very limited success. Any suggestions will be gratefully received.—Uhl-Snyder Milling Co., Connersville, Ind.

PLEASED WITH MOISTURE TEST.

Grain Dealers Journal: In reply to J. F. Plice we would say we have installed a moisture tester and find it very satisfactory, as now we know when we send out corn what it should grade. In testing corn delivered by farmers we take a cupful from each load and throw it into a tight box in the elevator. When the hauling of the corn in a crib is finished we make a test. We test each crib separate.—Davis Grain Co., Laura, Ill.

CAN BUYER DIVERT TO NEW DESTINATION?

Grain Dealers Journal: I would like the opinion of brother dealers on the following question: Aug. 20 I sold B a car of oats, cool and sweet destination. On the 21st B sold same car to C and C diverted it to another destination without my knowledge or consent. The oats were kept out 20 days and refused. Now B comes back on me for damages. Can he collect?—H. Townsend, Irwin, O.

CAN SHIPPER COLLECT FOR GRAIN DOORS?

Grain Dealers Journal: Can we compel the Missouri Pacific Railroad Co. to pay us for grain doors furnished for cars which we loaded with snap corn? The company ran out of doors at the place where we were loading.—T. R. Landrum, Waverly, Mo.

Ans.: By reference to the Journal for Jan. 25, page 119, under the caption "Reparation Allowed for Grain Doors," it will be observed that the Missouri Pacific was authorized by the Interstate Commerce Commission to pay the Russell Grain Co. \$13.20 for grain doors. Mr. Landrum has the same right to reimbursement, and so has any other shipper. When a railroad company, as the Mo. P., has no tariff providing for the payment to shippers of their expense in providing doors, the company passes the claim to the Commission, alleging that to pay the amount without permission from the Commission would be construed as rebating. There is no merit in this contention, whatever, because the Supreme Court of New York, as reported on page 110 of the Jan. 25th Journal, has decided that the jurisdiction of the Interstate Commerce Commission does not cover the matter of grain doors, because the furnishing of grain door lumber by the shipper is not a "privilege or facility" mentioned in the Interstate Commerce Act. It is true this decision of the New York court will throw out all tariffs forbidding or limiting the payment to ship-

pers for grain doors. In presenting his claim for doors Mr. Landrum should call the claim agent's attention to this decision, given Nov. 15, 1911, by the Supreme Court of New York.

HOW IS SNAPPED CORN BEST HANDLED?

Grain Dealers Journal: We are contemplating the construction of cribs or an elevator for handling snapped corn, and would like to learn the experience of others in conducting this class of business. What is the most desirable class of construction for receiving and storing snapped corn? What is the most convenient and least expensive method of loading snapped corn into the car? Where can we obtain expert advice on this class of construction? Any information readers of the Journal can give us along this line will be appreciated.—Jaspar Newsum & Co., New Madrid, Mo.

RECOVERY FOR GRAIN DOORS.

Grain Dealers Journal: On pages 110 and 111 of the Jan. 25 number of the Grain Dealers Journal we note a decision of the Supreme Court of New York giving the shipper judgment against the railroad company for grain doors. Was this a state transaction with destination of grain within the state of New York, or was it an interstate shipment? Are the tariffs in effect in New York the same as those in Central Freight Ass'n territory? Are they different for state and interstate shipments? — Halstead Bros., Brookston, Ind.

Ans.: Some of the shipments in the case given were state and some were interstate. Tariffs in New York are the same as those in effect in C. F. A. territory, as far as grain doors are concerned. The court held it makes no difference whether the shipment is state or interstate, the shipper is entitled to pay for the doors in any event. The Interstate Commerce Commission has shown a disposition to forbid payments by carriers not authorized in tariffs filed with the Commission; but the courts, which are the final resort, seem to hold that a railroad company by the mere act of filing a tariff can not refuse to pay its just debts; and that the absence of any tariff expressly providing for payments to shippers for doors does not prevent a shipper from recovering his expense. Since the decision of the New York Court published in the Journal the railroad companies have taken steps to check up this matter of car cooping and grain doors by establishing car cooping stations, by reclaiming car doors and prescribing the form of certificate published on page 119 of Jan. 25 number for shippers who have supplied doors and desire to be reimbursed. Ostensibly to forestall any charge of rebating, the Missouri Pacific and Rock Island and many other roads refer shippers' claims for grain doors to the Interstate Commerce Commission, which nearly always grants a reparation order. Some railroad companies, as the Burlington, for example, have a tariff which provides for payment to shippers for grain doors in certain states like Kansas, and not in others. The roads east or west of Chicago having definite provision in their tariffs for the reimbursement of shippers for grain doors are very few. Nearly all shippers, and those in Indiana, as well, are in the same position as the New York shipper who got judgment; and, like him, they can get judgment by bringing suit, properly supported by evidence.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication, the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

I. C. 20982 passed thru Curlew, Ia., Feb. 23, leaking corn over drawbar; did not notice it until train was leaving, no chance to repair as train was moving.—Melvin Fisk.

I. C. 17773 passed thru Hartsburg, Ill., Feb. 20, leaking wheat along side of door post about 2½ ft. above bottom of car. A large hole in siding seemed to cause the leak.—H. G.

L. M. 14906 passed Mansfield, Ill., Feb. 16, leaking yellow corn at grain door; made best repair could.—J. Mahan.

P. St. L. & W. 5139 passed thru Colburn, Ind., Feb. 16, in train 74, leaking yellow corn in a stream from bottom of car near king bolt. Notified train crew at next town by wire.—W. F. Noble.

V. & S. W. 775 passed thru Fithian, Ill., in the morning of Feb. 12, in local, leaking on side. We called the brakeman's attention to it and he said: "Let her leak; the railroad company has plenty of money." However, we nailed it up. Car had a tag on "O. K. for grain, Urbana, 2-6-12."—C. B. DeLong.

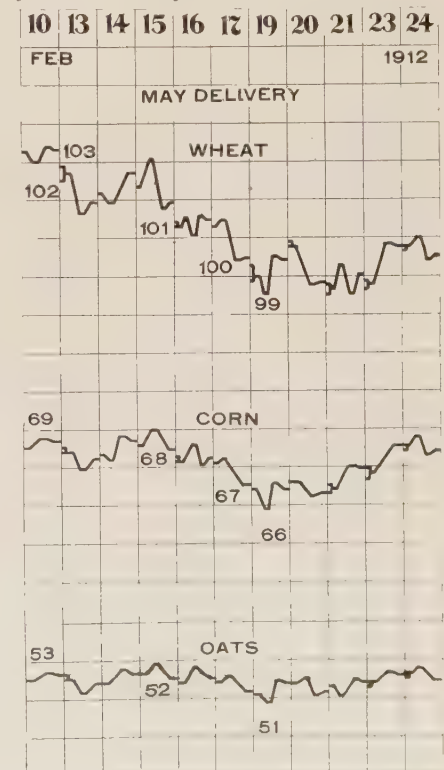
T. P. & W. 14528, loaded with yellow or mixed corn, was set out for repairs at Watseka, Ill., Feb. 10, leaking corn at end door half way up; think it had not leaked very much corn.—O. L. Gray.

P. M. 8210 was set out on our private switch at Gibson City, Ill., by the I. C., several days prior to Feb. 7. Drawbolt was pulled out and car was leaking white corn.—Noble Bros., per J. T. Oxley.

L. & N. 149207 passed thru Piasa, Ill., Jan. 23, leaking wheat bad at side door.—J. T. Darnielle.

Chicago Futures

Opening, high, low and closing prices on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



THE ST. LOUIS CONFERENCE

The conference of all interests called by the Grain Dealers National Ass'n to consider Dr. Wiley's interpretation of the Food and Drugs Act assembled in Parlor A, Planters Hotel, St. Louis, Friday, Feb. 23, at 10:40 a. m., Pres. E. M. Wayne in the chair.

E. H. Evans, Indpls, asked for a statement of Dr. Wiley's interpretation of the law.

Sec'y Courcier read the following from the report of the com'te of the Chicago Board of Trade:

1st. The liability incurred in shipping in interstate commerce hot grain which in the process of decomposition has reached a point making it injurious as food for man or animals.

2nd. The liability incurred in shipping in interstate commerce grain which is incorrectly graded by the inspection department at the point of shipment.

3rd. Liability incurred in handling in interstate commerce of oats that have been purified, or sulphured.

C. B. Pierce, Chicago, explained that a letter received from Dr. Wiley of the Buro of Chemistry took exception to some features of the report in that the Buro's interpretation was not clearly understood. The letter really makes the situation worse than our com'te thot. Mr. Merrill has that letter.

J. C. F. Merrill read the Chicago Board of Trade Com'te's report published on page 192 of the Grain Dealers Journal for Feb. 10. He also read a letter sent out by H. N. Sager of J. H. Dole & Co. to shippers and submitted to Dr. Wiley and also the Doctor's letter, which follows:

J. H. DOLE & CO.'S LETTER OF WARNING.

Dear Sirs:

Our Mr. Sager was one of a committee of three sent by the Board of Trade last week to confer with Dr. Wiley, Chief of the Bureau of Chemistry of the Department of Agriculture at Washington, D. C., relative to the position of the Government concerning application of the Pure Food Law to grain shipments, as it has come to the attention of the Board of Trade that the methods of handling some grains, which have been the common practice for several years past, is considered a violation of the Food and Drugs Act (commonly called the Pure Food Law).

You are doubtless aware that for several years past stained or ground damaged oats have been in nearly all the terminal markets subjected to a process of cleansing or so-called purifying by means of sulphur fumes, which greatly improved the appearance of the oats and in the judgment of the trade at large, including the Eastern buyers and consumers, did not in any way injure the grain. In fact, many thot it a positive improvement.

On account of this improved appearance No. 4 White and No. 3 White oats after such sulphur treatment have sold at a relatively higher price than would otherwise be the case and have been selling in all terminal markets close to the price of higher grade oats by reason of the fact that buyers bot them freely with the expectation of improving their appearance and quality by this sulphur process. Dr. Wiley and his associates take the position that this process is in violation of the Pure Food Law and we understand a test case is now pending, but the Department of Agriculture is confident they will be sustained in their position and if such is the case this process of cleansing oats by sulphur fumes will have to be abandoned.

On this account many parties who have previously bot low grade oats with the expectation of treating them with the sulphur process are afraid now to buy them for that purpose and the discount at which these off grades oats will sell will probably be materially wider than has prevailed in the past, so we think you should buy them on a wider margin in order to be safe.

The attitude of the Department in regard to handling very badly damaged rotten corn will also probably restrict its sale to distillers and to the export trade and will doubtless materially affect the selling price of such badly damaged corn. We call your attention to these facts so you can be guided in handling such corn.

Yours truly,

J. H. Dole & Company.

DR. WILEY'S EXCEPTIONS.

JKH/TP

4431

Address all correspondence to the Board of Food and Drug Inspection.

United States Department of Agriculture,
Board of Food and Drug Inspection,
Washington, D. C.
Feb. 14, 1912.

J. H. Dole & Company,
Chicago, Ill.

Gentlemen:

We have received your communication of the 9th instant transmitting the report of a Committee to the Board of Trade of Chicago and a letter sent out by J. H. Dole & Co. relative to the attitude of the Department to bleached oats and badly damaged corn under the Provisions of the National Food and Drugs Act and asking our criticism of the same.

We are of the opinion that the word "cleansing" in the ninth line of the J. H. Dole & Co. letter should be changed to "bleaching."

In line twenty-four of the same letter, the words "and to the export trade" should be left out. The Department is not of the opinion that a substance consisting in whole or in part of filthy decomposed and putrid animal or vegetable matter or that a substance which because of decay contains added poisonous or other added deleterious ingredients which may render it injurious to health can be exported under the law. In the report of the committee the words "or sold for export" in line twenty-three should in our opinion be removed.

Respectfully,

H. W. Wiley, Chairman.

You will see hot corn cannot be shipped across state lines except for distilling purposes.

E. H. Culver handed Mr. Merrill the following telegrams, which he read:

ASKED SEC'Y OF AGRI. TO DECIDE.

Hon. James Wilson,
Sec'y of Agriculture,
Washington, D. C.

Understand from com'te of grain men that conferred with Doctor Wiley that sulphured oats cannot be shipped and sold in interstate commerce. Please refer to your letter Feb. 8 to F. Saussy & Co., Jacksonville, Fla., wherein you state that no objection will be made to use of sulphur dioxide in food products until Referee Board report their findings in investigation now being made. Very important grain shippers know your decision.

F. I. King, Pres.,
Toledo Produce Exchange.

DOCTOR WILEY'S STAND ON SULPHURED OATS.

F. I. King,
Toledo, O.

Prosecution of interstate shipments of sulphured oats is not based upon the injurious effect of sulphur dioxide, but upon adulteration and that the process conceals inferiority and adds water.

Wiley, Chairman.

Mr. Merrill: The Buro of Chemistry considers the man who ships in interstate commerce corn which gets out of condition as the real offender. If he can prove that it was as branded when loaded the shipper will not be prosecuted, but he can only forward the hot grain as corn "for distilling purposes." Yesterday I had three different tests made on corn of the 1910 crop, which probably contained 11% moisture last summer. We found it now contained 15%. Corn will take on moisture; the shipper cannot help it.

Of far more importance to the grain trade than the application of the law to

the sulphured oats and hot corn is the Doctor's insisting that all interstate shipments of small grain shall be just as billed or graded.

M. C. Neizer made an appeal to the delegates' patriotism and asked that a delegation of fair-minded men be sent to Washington to confer with Doctor Wiley. I feel sure he is not disposed to destroy any man's legitimate business. I think he will be reasonable. He is put there to see that the people and our animals get pure food.

E. G. Brown, Chicago: We may send a delegation to Dr. Wiley, but I doubt it will do any good unless we go out of business.

Low grade oats which are bin burnt or spoiled cannot be improved by sulphur. The farmer can select the best seed oats and yet weather conditions at harvest will put the oats to the bad.

The charge that the dealers who sulphur oats gain in weight by moisture is not true.

F. F. Collins, Cincinnati, had just come from Washington and found the Buro of Chemistry both judge and jury. He advised an appeal to the Dept. head and failing in that to go to the President.

C. H. Feltman, Peoria: Poor corn will henceforth command a lower price than for years past, because our distillers cannot use it in the manufacture of any whisky or drinkable spirits. The only use distillers can put poor corn to is denatured and industrial alcohol. In the sale of this they must meet German competition. The German Government to foster its export trade pays 5 cts. a gallon on all alcohol exported. To meet this competition our distillers must buy this poor corn at a very low price. In the last analysis this discount will fall on the producer, if the Buro of Chemistry permits it to be used only for distilling purposes.

Dwight Allen, Decatur: I am a farmer. I have grown corn for 32 years in Illinois. I have seen our farms increase in value from \$40 to \$200.40 per acre. [A voice: "What did you do with the forty cents?"] At Decatur we have paid as high as \$2.00 per ear for corn. We have tried to grow good corn. Last fall I cribbed corn when frozen. Had I shelled and sold it and some shipper had placed it in a box car and this car was delayed in transit until warm weather overtook it and it would have got hot, Dr. Wiley may confiscate it, but if he does the farmers will capture Washington. [Laughter and applause.] If the law is enforced as seems to be contemplated we must needs import a large number of chemists. The jails will soon be full and the politicians will be in hot water. The farmers of my section seem to be in favor of a general political housecleaning.

A. E. Reynolds, Crawfordsville: We are not growing larger corn than we did 30 years ago. I think weather conditions are more to blame for the condition of our grain than the farmer. I think the law is wrong and shud be changed. It is not practical to conduct a grain business under laboratory methods. We must change it so the farmer can market what he grows. Must the farmer feed his poor grain at home or destroy it? Surely if he destroys any portion of his crop he must get a higher price for what he can sell without going to jail.

I would recommend that we adopt resolutions condemning the law in the strongest terms possible, but we must commend Doctor Wiley for his well-meant efforts to save the people from impure foods and drugs. Send a committee of intelligent

dealers to Washington and induce Congress to change the law.

C. H. Canby, Chicago: We wud not be here today if the members of Congress had any idea when they enacted the Pure Food and Drugs Act that it would place the grain business under the control of three chemists. Any committees sent to the Buro of Chemistry will be a waste of time. Doctor Wiley is simply trying to enforce the law as he finds it. Let us select a committee to draft an amendment to the law.

M. C. Neizer, Ft. Wayne: I did not intend to place all the blame on the farmer. I think the country grain dealer who pays the same price for good, bad and indifferent grain is more to blame. He is blocking the work of the agricultural depts. which are trying to induce farmers to produce better grain.

J. A. McCreery, Mason City, Ill.: The farmer has little to do with the quality of his crop. Nature last fall spoiled much of what promised to be the best crop ever grown. The farmers pick out just as much bad grain as the country dealers require them to do. The agricultural stations and schools have been striving to introduce larger varieties which do not mature. It looks as tho the problem is up to the farmer.

Leonard Hagenauer of the Illinois Agri. Exp. Station, Urbana: We plead guilty to the charge of inducing the farmer to grow large varieties, because the demand has been for the large ear. Henceforth, we shall strive for quality, but it will take several years to attain it.

G. J. Gibbs, Sec'y of the Texas Grain Dealers Ass'n: We are not bothered with excessive moisture in grain grown in Texas. It seems all our moisture has been spread over your fields. Last Monday the temperature in Ft. Worth was 86°; when I reached Kansas City it was 32°. Your 19% moisture corn has good reason to get hot when it comes into our state.

W. P. Bishop: I move the appointment of a com'te to include the National Ass'n's Com'te on Legislation to draft a resolution to be presented at the afternoon session, calling for the amendment of the law. Carried.

J. L. McCaull, Minneapolis: I move the appointment of a com'te of 5 or 7 to go to Washington to wait upon the Buro of Chemistry, and explain the condition into which the trade is thrust and ask a cessation of prosecutions until the law can be amended so that the crop can be handled with safety.

Upon motion of S. W. Strong the motion was laid on the table.

The President appointed as a Com'te on Resolutions to act in conjunction with the Ass'n's Com'te on Legislation: J. L. McCaull, Minneapolis; W. P. Bishop, Milwaukee; C. B. Pierce, Chicago; E. A. Grubbs, Greenville, O.; A. Brandeis, Louisville, Ky.; J. A. McCreery, Mason City, Ill., and C. A. Rowe, Pres. Ill. Corn Growers Ass'n.

Adjourned to 2:30 p. m.

AFTERNOON SESSION.

Pres. Wayne called the delegates to order at 3:25 and asked for speakers until the Resolutions Com'te shall be ready to report.

Edgar H. Evans, Indianapolis: I think it a great mistake to place the interests of any industry in the hands of one man. He cannot know it all; he must be liable to err. It is claimed it would be folly to attempt to change Dr. Wiley. I believe it would be advisable at least to try to change his views.

P. E. Goodrich, Winchester, Ind.: Said he had read the law and I feel sure that the grain dealers and hay dealers had both violated the law. One of our directors recently complained of a car of No. 1 timothy at the door, but the hay in the ends was rotten. I am in favor of a law which shall stop the misbranding of hay and grain but I do think we should have some respite until we can get rid of this soft corn.

S. W. Strong, Urbana, Ill.: I want to defend the country shipper from some of the false charges made by our Indiana friends. He is not to blame for everything. The farmers grow poor corn and the dealers feel constrained to buy it.

C. B. Riley, Indianapolis: The Pure Food and Drugs Act was aimed at our food in parcels, not at the raw material from the farm. Doctor Wiley is simply

enforcing the law as he finds it. He did not make it. Let us get the law changed so as to meet the needs of the commercial interests of the country. We must grade this grain correctly.

L. A. Fitz, Manhattan, Kan.: The question is, Who is going to be the Goat? I doubt we can all get out from under. I think each can contribute to remedying the trouble. We need some one to arbitrate this matter and I think it would be a mistake to take it away from the Buro of Chemistry. The country dealers must buy grain on its merits. Those who do otherwise place at naught all the efforts of the agricultural colleges and the Crop Improvement Com'tes.

E. H. Culver, Toledo: Within the last nine years our corn has been deteriorating because of the taking of the large 90-day varieties to the north where 140 days are required for maturing. The uniform grading rules must be changed—down and the grade of purified oats must be dropped. We clean our grain before it is placed in bins.

J. M. Dennis, Baltimore: I think it is unfair to attempt to force the farmer to grow all prize corn, unless you will pay him a premium for it. You will depreciate the value of all farm lands.

C. H. Canby, Chicago: I am familiar with the corn produced in New York and the last crop was very poor. Most sections would not average 15 bushels to the acre. I have little faith in the accuracy of the figures of the Dept. of Agri. on yields or stocks.

B. A. Boyd, Indianapolis: Receivers who buy virgin grain from the country will fall back on the Buro of Chemistry when the market declines or his needs change and the shipper will get it in the neck.

M. McFarlin, Des Moines: I do not see how objection can be taken to purified oats and not to dried, scoured, clipped or clean grain.

F. F. Collins, Cin'ti: I think we shud appoint a com'te to call upon the Sec'ys of Agri., Commerce and Labor in appeal from Dr. Wiley's interpretation of the law. If they give us no relief let us appeal to President Taft.

Putting the Brakes on His Own Business.



Mr. One Price:—I Will Not Buy Grain by Grade. Even if the Farmers Demand It.

W. P. Bishop of the Com'te on Resolutions presented the following:

THE RESOLUTIONS.

Whereas, the Bureau of Chemistry of the Dept. of Agri. at a conference with the representatives of grain shippers and producers at Washington, D. C., Jan. 31, 1912, informed such representatives that in its judgment the shipment in interstate commerce of grain which did not conform to the inspection rules at points of shipment.

Secondly, the shipment of certain off-grades of grain, and

Thirdly, the shipment of sulphured oats were violations of the federal Food and Drugs Act and further informed such representatives that the continued movement of such grain would subject the shippers thereof to prosecution under the terms of the above statute, and

Whereas, these matters are of the most vital concern and of paramount financial importance to a vast proportion of our population which is interested in the production, transportation and merchandising of agricultural products, and

Whereas, producers and handlers of grain in mass meeting assembled under the auspices of the Grain Dealers National Ass'n at St. Louis, Mo., Feb. 23, 1912, while supporting the splendid work of such Bureau of Chemistry in the enforcement of this beneficent statute, yet conceive that the application by the Bureau of Chemistry of the provisions of the Food and Drugs Act to the shipment of agricultural products in their raw or natural form is erroneous and beyond both the letter and spirit of such act as originally conceived and understood for the five years since its enactment, therefore be it

Resolved, that it is the sense of this convention that immediate steps be taken to secure the desired relief, either by an administrative ruling or if necessary by an amendment to the statute itself, which shall exempt from the provisions of such statute shipment of agricultural products in the raw or natural form, be it further

Resolved, that the whole matter of securing such suspension of present rulings or amendments to the Food and Drugs Act as will remove the objectionable features as at present applied to the production, marketing, handling and transportation of grain be referred to the Legislative Com'te of the Grain Dealers Nat'l Ass'n supplemented by two committeemen from each of the commercial exchanges, two from each of the state grain dealers ass'ns, two from the National Hay Ass'n, two from each of the farmers grain dealers ass'ns, two from the National Grange, two from each of the State Corn Growers Ass'ns.

That these organizations be requested to name their respective committeemen at once and notify the Secretary of the Grain Dealers National Ass'n of such appointments.

The resolution was adopted.

Bruce S. Elliott, St. Louis, introduced a resolution condemning Dr. Wiley and commending the Referee Board of Consulting Chemists.

His resolution was lost.

J. L. McCaull, Minneapolis: I move that the President of the National Ass'n request the different organizations to appoint their delegates immediately and that a conference with the authorities at Washington be held before the first of the month if possible. Carried.

The Presidents of the Farmers Grain Dealers Ass'n of Illinois and the National Hay Ass'n both assured the meeting that their organizations would bear the expense of their delegates.

Mr. McCaull, Minneapolis: Each organization should bear the expenses of its delegates.

C. D. Jones, Nashville: I move we receive subscriptions for defraying the expenses of the Ass'n in this work and I subscribe \$25 as my part.

Motion carried but no other subscriptions were tendered.

Adjourned.

In Attendance.

From Ohio: J. W. McCord, Columbus. E. A. Grubbs, Greenville.

Omaha sent E. P. Peck, Pres. Grain Exchange, and F. S. Cowgill.

From Michigan: Arthur S. Dumont, Pres. Detroit Board of Trade.

From Kentucky: A. Waller and C. M. Bullitt, both of Henderson.

Buffalo was represented by Fred E. Pond, sec'y Corn Exchange.

Representatives from Baltimore were Jno. M. Snyder and Jno. M. Dennis.

F. F. Collins, Francis B. James and A. C. Gale were present from Cincinnati.

Duluth was represented by W. S. Moore and Chas. E. MacDonald, sec'y Board of Trade.

The delegates from Peoria were Chas. C. Miles, C. H. Feltman and W. T. Cornelison.

W. H. Marshall, sec'y Southwestern Missouri Millers Club, Joplin, Mo., was in attendance.

C. W. Austin of Chicago, traveling freight agent of the Erie R. R., was in attendance.

From Kansas: L. A. Fitz of the State Agri. College, Manhattan, and Perry S. White, Frizell.

Milwaukee was represented by Walter P. Bishop, E. G. Bargery, P. P. Donahue and Clark Flagg.

Tennessee sent E. R. Gardner of Memphis and H. H. Hughes and Chas. D. Jones of Nashville.

Decatur sent H. I. Baldwin, C. A. Burks, C. A. Russell, G. A. Spannagel and W. L. Shellabarger.

C. A. McCotter, sec'y Grain Dealers Fire Insurance Co., Indianapolis, was the only insurance man present.

In attendance from Louisville were G. B. Ballard, Alfred Brandeis, R. L. Callahan, L. C. Ewigg, W. A. Thomson.

In attendance from Minneapolis were Wm. P. Devereux, H. F. Douglas, G. F. Ewe, J. L. McCaull and H. D. McCord.

The delegation from Indianapolis included Edgar H. Evans, pres. Board of Trade, Bert A. Boyd and T. E. Samuel.

Iowa representatives were: L. W. Gifford, Cedar Rapids; M. McFarlin, Des Moines; O. A. Talbott, Keokuk; G. A. Turner, Red Oak.

Missouri was represented by Wm. L. Boucher, Statts City; J. F. Forster, Lexington; T. P. Gordon, St. Joseph; J. E. Seaver, Kansas City; L. A. Wilde, Lud-don.

Chief Grain Inspectors present were E. H. Culver, Toledo; M. C. Fears, Kansas City, Mo.; F. W. Harrison, Detroit, and Wm. S. Powell, Cairo, and E. R. Gardner, Memphis.

Chicago's delegation included Bert Ball, E. G. Brown, Frank G. Coe, C. H. Canby, P. S. Goodman, J. C. F. Merril, pres. Council of Grain Exchanges; C. B. Pierce, H. Perkins, J. W. Radford, E. H. Reynolds; P. H. Schifflin, R. E. Wood, O. C. White and Otto Waitzmann.

Indiana was represented by: Bert Fleming, West Lebanon; W. B. Foresman, Crawfordsville; P. E. Goodrich, pres. Nat'l Hay Ass'n, Winchester; Jno. S. McDonald, New Albany; Maurice Niezer, Fort Wayne; J. W. Owens and son, Saratoga; A. E. Reynolds, Crawfordsville; Bennett Taylor, Lafayette.

Secretaries of grain dealers ass'ns in attendance were: E. J. Smiley, sec'y Kansas Grain Dealers Ass'n, Topeka; Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis; J. A. McCreery, sec'y Farmers Co-operative Elevator Ass'n of Illinois, Mason City; S. W. Strong, sec'y Illinois Grain Dealers Ass'n, Urbana; J. W. McCord, sec'y Ohio Grain Dealers Ass'n, Columbus; Jno. F. Courcier, sec'y Grain Dealers Nat'l Ass'n, Toledo, and G. J. Gibbs, sec'y Texas Grain Dealers Ass'n, Fort Worth; Geo. A. Wells, Des Moines, Ia., sec'y Western Grain Dealers Ass'n.

Illinois was represented by: H. S. An-

trim, Cairo; E. Wright Allen, Harris-town; Chas. J. Bader, Mendota; E. W. Borkewitz, Harvel; J. E. Collins, Atwood; Wm. Clark, Palmer; T. R. Cain, Arnold; H. F. Crawford, Hindsboro; D. H. Currey, Mason City; J. A. Correa, Springfield; John D. Cain, Jacksonville; F. Doyle, Morrisville; E. Eversole, Hindsboro; A. W. Fredt, Gays; B. P. Hill, Freeport; Ralph Hasenwinkle, Bloomington; Leonard Hegnauer, College of Agri., Urbana; W. T. Hoan, Tunnell Hill; D. A. Horney, Colfax; H. A. Hillmer, Freeport; Peter Kruse, Ficklin; Clarence Kime, Girard; L. A. Kemp, Allendale; Miles A. Leetch, Cornland; Robt. W. Leetch, Colfax; C. R. Mitchell, Ashmore; Jno. J. Murphy, Morrisonville; J. H. Nafziger, Anchor; Ben A. Neal, Millersville; J. M. Outkin, Burnside; R. C. Parks, Kirksville; Jno. H. Prather, Williams-ville; F. C. Rinede, Harsil; J. C. Roe, Hayes; C. A. Rowe, pres. Illinois Corn Growers Ass'n, Jacksonville; W. E. Saathoff, Litchfield; F. A. Todt, Raymond; G. B. Wills, Alsey; E. M. Wayne, pres. Grain Dealers Nat'l Ass'n, Delavan; F. C. Wallbaum, pres. Ill. Farmers Co-operative Elevator Ass'n, Ashland.

PERCENTAGE OF CORN

Grading Below No. 4 at Chicago.

The percentage of corn inspecting sample at Chicago varies widely in different years.

In January, 1907, only 389 cars out of a total of 10,485 graded lower than No. 4. The next year 3,913 out of a total of 9,772 cars received in January graded below No. 4, or 40 per cent. The percentage of low grades was large in 1910, at 27 per cent; in 1911 7 per cent, and in January, 1912, 7½ per cent.

During February this year the percentage of the total arrivals of corn at Chicago each day up to date grading below No. 4 has been as shown in the table following:

Feb. 1	14	per cent
Feb. 2	15½	per cent
Feb. 3	8¼	per cent
Feb. 4	8	per cent
Feb. 5	9	per cent
Feb. 6	13	per cent
Feb. 7	17½	per cent
Feb. 8	6½	per cent
Feb. 9	9½	per cent
Feb. 10	10	per cent
Feb. 11	12½	per cent
Feb. 12	15	per cent
Feb. 13	14	per cent
Feb. 14	13½	per cent
Feb. 15	13½	per cent
Feb. 16	20	per cent
Feb. 17	18	per cent
Feb. 18	13	per cent
Feb. 19	19	per cent
Feb. 20	15	per cent

The foregoing table shows a rather startling increase in the percentage of low grade in the current receipts.

Discounts on No. 4 and sample grade corn have widened during the past month, from 4 and 5 cents under May, for No. 4, to 8 cents under at present, on account of the poor grading. To protect themselves buyers in the country will find it advisable to discriminate against corn of poor quality by discounting the price to growers.

How much is an American bushel? That was the question recently before the U. S. Court of Customs Appeals in an importation of apples case. The court held that the accepted bushel measurement was the English "Winchester struck bushel" of 2,150.42 cu. inches, but when applied to pears or apples the measure should be heaped up so as to contain 2,747.715 cu. inches.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

New Berlin, Ill., Feb. 20.—Crop condition fair last season with exception of some rotten corn.—Irving Rees.

INDIANA.

Indiana farmers are divided in opinion as to whether the weather has injured or benefitted growing wheat; some think it has been so protected by snow that no harm has resulted. Complaints are general of the poor appearance of that late planted. In the wheat belt of Pike and Gibson Counties wheat looks dead and it is feared the roots are so damaged they cannot sprout. Rye is in excellent condition. In southeastern Indiana many farmers, who were unable to plant wheat last fall on account of drouth, will sow spring wheat. They have experimented with that in recent years and have grown 10 to 14 bus. per acre and of good grade. A larger acreage of oats will be sown than for many years, as farmers need straw for their stock. But little corn is moving as farmers are holding for \$1 per bu., which they think it will reach before the next corn harvest; retail price now is 75c to 81c per bu.—F.

IOWA.

Rockwell, Ia., Feb. 9.—Corn is good, but is damp, mostly no grade, good acreage.—F. Campbell, mgr. Farmers Inc. Society.

Rockwell, Ia., Feb. 9.—Considerable grain has been moving for the past weeks. Cars are very scarce in this vicinity.—M. E. Cardwell.

Sheffield, Ia., Feb. 9.—Corn is damp, and grading No. 4 mostly. Cars are very scarce.—Frank Chichester, mgr. Farmers Inc. Co-op. Society.

Sheffield, Ia., Feb. 9.—Corn is about two-thirds of a crop, damaged by drouth early in summer; 20% of the corn and 10% of the oats in farmers' hands.—A. J. Froning.

McCallsburg, Ia., Feb. 10.—Considerable grain moving now; about 45% of the oats and 70% of the corn still in farmers' hands.—J. S. Thompson, mgr. Farmers Grain Co.

Iowa Falls, Ia., Feb. 10.—Corn yielding from 40 to 60 bus. Considerable soft corn, but bulk of it is grading No. 4. Oats yield from 30 to 35 bus., good quality.—Geo. B. Mast, mgr. C. M. Mast.

McCallsburg, Ia., Feb. 12.—Corn is good, yield from 45 to 50 bus., most of it grading No. 3, some sample corn. Elvtrs. here are filled up and waiting for cars.—J. L. Johnson, mgr. Larson Bros.

Nevada, Ia., Feb. 13.—Corn crop is good, average yield 50 bus., good quality with the exception of moisture; about 40% of the corn still in farmers' hands.—F. G. Booker, mgr. Farmers Grain Co.

Persia, Ia., Feb. 21.—Our corn crop was a complete failure last year as far as shipping goes. We have not been able to buy a car load so far this year.—Jno. Schley, Schley Grain Co.

Ackley, Ia., Feb. 10.—Corn is an average crop; average yield, 35 to 40 bus. per acre; fairly good quality. Oats will average 40 bus. per acre and grade No. 3. Lots of corn moving now.—B. P. Held.

Ackley, Ia., Feb. 10.—Oats are practically all in, considerable corn moving, especially shelled corn, most of it grading No. 4; 30% of the corn still in farmers' hands.—Aug. Willie, mgr. J. C. Lusch Elvtr.

Ida Grove, Ia., Feb. 15.—Corn crop in this immediate vicinity was light, average yield about 20 bus., fair quality. No corn will be shipped out of this station this year.—I. N. Shearer, mgr. C. M. Good.

Hampton, Ia., Feb. 9.—Oats crop was good; fully 75% of the oats have been shipped. Very little moving at present on account of condition of roads. Having a hard time getting cars.—C. H. Scantlebury.

Garden City, Ia., Feb. 12.—Corn will average fully 50 bus.; practically all of it is damp, none of it grading better than No. 4; about 80% of the corn is still in farmers' hands.—A. Christopherson, agt. B. A. Lockwood Grain Co.

Garden City, Ia., Feb. 12.—Oats fairly good crop, average yield about 30 bus. Quite a few oats now coming to market. Not much corn is being moved; 50% of the oats still in farmers' hands.—Carl Knutson, mgr. Farmers Elvtr. Co.

KANSAS.

Page, Kan., Feb. 19.—Wheat in fine shape up to present time and plenty of moisture.—A. C. Ward, successor to Ward & Wilson.

Brookville, Kan., Feb. 19.—Prospects for wheat never better, condition 100%, acreage is the same as usual, scarcely any wheat in farmers' hands.—W. F. Hinerman.

Beverly, Kan., Feb. 19.—Condition of wheat crop in our territory is 100%; acreage is about the same as last year. Practically all wheat is marketed.—M. Chamberlain.

From Oklahoma, Kansas and Nebraska we hear that the wheat condition is still 100%. There is a 50% increase in 6 counties in southwestern Iowa and 25% in 10 counties in northwestern Mo.—Mr. Warrick, mgr. Elwood Grain Co., St. Joseph, Mo.

MICHIGAN.

Detroit, Mich., Jan. 16.—Very little wheat raised in this vicinity. Reports indicate wheat now in ground in good condition.—Commercial Mlg. Co.

MISSOURI.

Catawissa, Mo., Feb. 19.—Wheat outlook very poor owing to late sowing and severe cold weather.—Sheve & Dalton.

Seneca, Mo., Feb. 15.—Corn a failure; only a very few cars shipped out. About 20,000 bus. of wheat shipped this season.—Seneca Mill & Elvtr. Co.

O'Fallon, Mo., Feb. 6.—Very little wheat moving, no corn or oats. Will ship in corn and oats. Growing wheat badly damaged.—Woods & Dunlap Mlg. Co.

Peculiar, Mo., Feb. 7.—Grain very quiet; very little old wheat on hand. Corn poor; will have to ship in to supply demand. Oats scarce; high in price; red rust proof; seed oats 60c a bu. Fine winter weather; growing wheat in first class condition. Some hog disease; fat hogs scarce; prices low.—J. H. Brockhouse.

NEBRASKA.

Dalton, Neb., Feb. 17.—Fall wheat looks nice under the snow; large acreage spring wheat will be planted; ground fine; plenty of moisture.—James Allen, mgr. Dalton Co-operative Society.

NORTH DAKOTA.

Lone Tree, N. D., Feb. 16.—Considerable grain to thresh this spring; especially flax.—Lone Tree Farmers Elvtr. Co.

Belfield, N. D., Feb. 17.—Prospects are good for next year; plenty of moisture.—N. J. Steffen, mgr. Belfield Farmers Elvtr. Co.

Alfred, N. D., Feb. 15.—Little grain coming in; light crop; no grain in farmers' hands. Will be a shortage of seed wheat.—Frank Boldt, agt. Powers Elvtr. Co.

Kelso, N. D., Feb. 15.—About 20% of grain in farmers' hands; most of it will be delivered before seeding time.—J. W. Shinnick, mgr. Equity Elvtr. & Trading Co.

Fairdale, N. D., Feb. 22.—About 500,000 bus. of grain marketed; 80,000 still in farmers' hands. Good seed barley scarce.—C. R. Johnson, agt. Woodworth Elvtr. Co.

New Leipzig, now Lawther, N. D., Feb. 19.—Two crop failures in this vicinity have left farmers in bad shape; grain business very poor.—G. D. Riesland, mgr. J. S. Birdsall.

Brampton, N. D., Feb. 14.—Grain about all marketed; soil in excellent condition for spring; corn acreage will increase 100%.—C. B. Nupen, mgr. Brampton Farmers Elvtr. Co.

Lehr, N. D., Feb. 14.—Very little grain in farmers' hands; not much in elvtrs. Good demand for feed; shipping it in. Farmers offering \$1 a bu. for good seed wheat.—J. H. Jenner.

Perth, N. D., Feb. 19.—Have marketed about 200,000 bus. of grain this season; about 10,000 bus. still in farmers' hands. Like spring here; snow all gone.—Geo. W. Taylor, agt. Imperial Elvtr. Co.

Mooreton, N. D., Feb. 17.—Less grain in farmers' hands now than there has been at this time of the year for years. Much fall plowing not done; less wheat and more oats and barley will be the result. Roads in bad condition; almost impossible to market grain now.—Farmers Elvtr. Co.

Souris, N. D., Feb. 19.—This market has received 250,000 bus. of grain so far this season; not bad for a dry year. Very nice weather of late; no sleighing. Feed scarce and high; seed oats hard to get. Farmers will put in a little of each kind of grain; will not depend on one kind; good idea to my notion.—C. A. Kirkeby, mgr. Souris Farmers Elvtr. Co.

Cleveland, N. D., Feb. 14.—Crops were very poor. Some grain still under the snow, to be threshed in the spring.—M. N. Pratt, agt. Occident Elvtr. Co.

SOUTH DAKOTA.

Sioux Falls, S. D., Feb. 19.—Acreage of all grains will be limited by shortage of seed.—Geo. A. Stegner.

Sioux Falls, S. D., Feb. 19.—Corn is soft and in bad condition. Will have to ship in to supply local demands.—W. A. Mills Grain Co.

Humboldt, S. D., Feb. 20.—We have shipped considerable corn, altho it is in bad condition. Will have a big acreage in both corn and oats.—Elmer Evans, mgr. Farmers Elvtr. Co.

Humboldt, S. D., Feb. 20.—Crops were short last year but we are expecting large acreage of corn and oats this year. Most farmers have enough of the 1910 farm crop for seed.—N. B. Maloney, of Betts & Maloney.

Hartford, S. D., Feb. 20.—The 1911 corn crop has been very discouraging; but the late fall rains and heavy snows during the winter, together with prospects of large acreage in corn and oats, make the outlook for this year very bright.—I. S. Henjum, mgr. Farmers Elvtr. Co.

TENNESSEE.

Union City, Tenn., Feb. 17.—Roads are fine; farmers putting most of their spare corn on market.—Union City Grain & Feed Co.

TEXAS.

Fort Worth, Tex., Feb. 10.—Weather in Texas has been very dry since Jan. 1, but no material damage has been done to crops on that account. The need of rain is reported in some sections. A heavy acreage will be planted in oats, the total running close to 1,500,000 acres.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

Comanche, Tex., Feb. 21.—No grain will be shipped until oats are made and threshed; if these turn out well, some will be shipped; prospects for oats good; acreage more than usual. Did not raise enough grain last year to make this year's crop; we are shipping in feed.—D. C. Casceady, Higginbotham Bros. & Co.

CORN RESERVES.

Geo. H. Phillips of the Adolph Kempner Co., after an exhaustive inquiry, has estimated the March 1, 1912, corn reserves in the 7 leading states as 622,000,000 bus., compared with the 1911 government report of 747,000,000. Mr. Phillips says:

Of the corn remaining in farmers' hands a very small territory will have any to sell. Nebraska will sell a little, but most of what remains will be fed. Eastern Iowa will sell a little corn. Illinois, Indiana and Ohio will not sell an average amount after March 1st, as high prices ruling the last 30 days have taken an unusual percentage of the corn that comes to market as corn.

South Dakota, Minnesota, Wisconsin and Michigan have as small corn reserves as they have had in many years.

Texas and Oklahoma have no corn at all excepting what they are shipping in.

The South has about as much as a year ago, but never has any for market.

The East and Southeast have 20 to 30 per cent less farm reserves than a year ago. Consumption was very heavy since January 1st in that part of the country.

The big discounts now ruling for No. 3 and No. 4 corn will likely result in a considerable portion of the Chicago stocks being dried to a moisture content that will permit it to be made No. 2 or "contract." Such conditions as these tend to create for the moment an unhealthy speculative situation, and will very likely bring about some decline in the "futures."

We could not get along without the Grain Dealers Journal.—Thad Hoffman, Enterprise, Kan.

The road on the boundary line between North and South Dakota will be made into an interstate highway, supported by appropriations from both states, if plans now on foot among the border farmers meet with success. Great dissatisfaction has been expressed over the county system of making repairs, and it is argued that the two states, working together, could improve the road into a model highway at a very small cost to each.

Let us be silent as to each other's weakness, helpful, tolerant, nay, tender towards each other. . . . May we put away from us the satire which scourges and the anger which brands, the oil and wine of the good Samaritan are of more avail—Amiel.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

BEAT THIS RECORD CARLOAD.

Grain Dealers Journal: We see in the Journal of Feb. 10 an item entitled "Who Has the Biggest Car?" We think we can beat anything we have seen yet, as on Sept. 16 we consigned to Pope & Eckhardt Co. of Chicago car SP 16922, which contained 129,220 lbs. or 2308 bus. of No. 2 yellow corn.

We think they will have "to go some" to beat that. We always read the Journal.—Yours truly, Gulshen & Wolf, Odell, Ill.

BUYER SHOULD NOTIFY SELLER OF MISGRADE.

Grain Dealers Journal: It has come to my attention that considerable friction arises from the unloading of grain shipments which misgrade, and where dockages are made by the receivers without first having notified and obtained the consent of the sellers to such dockage. Many dealers contend that such course, on the part of the receivers, deprives them of the privilege of trying to make a better disposition of the misgrade shipment, and that it also denies to them the right of furnishing other grain that will grade in accordance with the terms of the contract.

The Texas Grain Dealers Ass'n has adopted a set of trade rules, and Rule 36 provides that where off grade grain is unloaded without consent of the seller, the buyer shall have no recourse against the seller. The intent and effect of Rule 36 is to require the buyer to agree with the seller on the matter of dockage, before unloading and applying any shipment that is not up to the grade specified in the contract.

Last year the Arbitration Com'te of this Ass'n decided a controversy between a Texas mill and a shipper, involving the right of the mill to unload and dock a shipment which misgraded, and held: That it was the duty of the mill to have notified and obtained the consent of the shipper before touching the grain, and having failed to do so, the claim of the mill was denied.

The members of this Ass'n understand the intent and meaning of trade rule 36 as to off grade shipments, and I am of the opinion that all receivers and mills should be willing to notify sellers before unloading and docking any grain shipments that fall below the grade expressly stipulated in the contract. It is but a small expense to wire or telephone the seller when his shipment misgrades; and if all receivers will adopt this very reasonable suggestion, many vexatious controversies will be avoided.—G. J. Gibbs,

Sec'y Texas Grain Dealers Ass'n, Fort Worth, Tex.

A BIG CAR OF OATS.

Grain Dealers Journal: We are in receipt of returns for a car of oats consigned to Chicago, A. & W. P. No. 2520, which contained 2968.02 bus. of No. 2 white oats.—Gulshen & Wolf, Odell, Ill.

ANOTHER LARGE CAR.

Grain Dealers Journal: On Feb. 10 we unloaded car No. 74889 shipped us from Beardstown, Ill. This car weighed 134060 lbs. which is more than any of the cars mentioned in the Journal Feb. 10, page 195. We think it one of the largest cars ever loaded.—Yours truly, S. Zorn & Co., Louisville, Ky.

DR. WILEY SHOULDN'T OVERLOOK THIS.

Grain Dealers Journal: We are practically out of business because the railroads have not furnished us cars. We have about 50 car loads of grain in our elevator and did not receive a single car last week. We have been ordering cars every day for six weeks without any success whatever, but we suppose we ought not to say anything or advocate government ownership of railroads, lest we might be called agitators. We realize that the cars will be furnished when the railroads are good and ready, and as freight is just the same on rotten corn as on good it will be our loss and not the railroad's.—Yours truly, John Jakle, Mgr. Consolidated Grain & Coal Co., Ciska Park, Ill.

PREMIUM ON BETTER GRADES.

Grain Dealers Journal: In looking over "Trade Rules" we find regulations regarding "Off Grade," but nothing is said about "Better Grades" than contract specifies.

No doubt this question has been discussed by Trade Rule Committees but I fail to find any beneficial conclusions. The condition of corn this year, together with the favorable weather conditions, demonstrates the fact that something should be done to allow shippers a premium on the better grades, as well as to receive discounts on off grades, and in our opinion, receivers have had an unjustified profit from this source.

We believe everyone should receive what is due him and if a shipper sells a certain grade, he should receive a premium, if his grain grades better in markets where a stated difference is customary.

We cannot believe that we are an exception in our experience this year, but we started out last fall by selling No. 3 corn. At the same time we realized that our corn contained too much moisture to grade No. 3. We were discounted very heavily by applying the corn on contracts, as receivers claimed it would be very expensive to take out the excess moisture and put it in condition to keep.

No doubt this is true. After this experience, we thought best to sell cool and sweet, and did so, but when this corn arrived in the market with favorable weather conditions, it graded No. 4.

We got this information by making a special investigation, but were simply notified that the corn was satisfactory and would be taken on the "Cool and Sweet" contracts. This is not giving the shippers what belongs to them. If receivers get this premium, which they undoubtedly do, it belongs to the shipper.

We understand the principal motive of all association work is to better the conditions, and it occurs to us that this is a question that should be taken up immediately, formulating rules and regulations in terminal markets whereby shippers will receive the regulating premium on better grades as well as to receive discounts on off grades.—C. L. Northlane, Secretary of Pierce Elevator Co., Union City, Ind.

CANNOT MONOPOLIZE SITES ON RIGHT OF WAY.

Grain Dealers Journal: The case of Henry C. Silver against the Cincinnati, Bluffton & Chicago R. R. and John B. Curtis, receiver, tried before the Indiana Railroad Commission, has been decided in favor of the petitioner, on the ground that a railroad cannot show undue discrimination against a shipper in a competitive locality.

The C. B. & C. is a short line from Huntington, Ind. to Union City, O., with a spur at Simpson, a small station 4½ miles east of Huntington. The adjacent agricultural district is a rich one, and the elevator craze has been prevalent for some years, inasmuch that there are four elevators in the district almost within sight of each other. On April 22, 1909, the firm of Weber & Purviance purchased a ½ acre of land adjoining the C. B. & C. right of way at Simpson on the line of a public road, where a siding had been built of sufficient length to accommodate the business of the road and such other business as might be offered except from the writer. On April 28, 1909, Weber & Purviance took an exclusive lease of the right of way south of the C. B. & C. track and east from Simpson highway for a distance of forty rods. This road parallels the Erie on the south side which makes the north side available for elevator purposes. The object, of course, was to exclude other shippers.

I then purchased a half acre building site east of the present elevator and prepared to handle hay and coal, but no sooner had I done this than Weber & Purviance purchased the entire farm surrounding at a fabulous price, and built a high wire fence around the scene of my operations, so that my holding looked more like a deer park than an elevator site. The fence made the loading or unloading of cars entirely out of the question. To further bar encroachment the erection of an extensive crib was begun, which seemed to be about three feet wide and strung out 200 ft. between the right of way and my building site.

I then began proceedings before the Indiana Railroad Commission to enter the railroad's ground for the transaction of business as a shipper. The State Railroad Commission decided as follows:

The exclusive use of the right of way for a distance of 40 rods, or more than the length of the siding in question, by Weber & Purviance, is not, as it appears to the Commission, necessary to properly take care of their business. The fencing on the right of way was evidently with intention to prevent access by other persons. Whether the limited amount of business at this point warrants the investment of a substantial amount of money is a question only for the petitioner (Mr. Silver). The railroad company cannot be heard to say that a certain line of business on the road is adequately served and that facilities will not be furnished others desiring to engage in the business.

Access to the siding by any shipper cannot be lawfully blocked by the railroad company. The petitioner is entitled to the use of the siding to load and unload cars.

Had the elevator firm purchased the tract of land previous to my purchase of

a lot, owing to the peculiar situation of both roads making it expensive to procure a convenient location, Simpson would no doubt have remained a one-firm station.—H. C. Silver, Huntington, Ind.

WILEY'S RULING REACTS ON FARMERS.

Grain Dealers Journal: We have issued special instructions to our buyers along the lines of curtailing the purchase of corn which was not in condition to buy, and we think this action has been taken generally by all the grain dealers. We cannot see much justice in this ruling of the Pure Food Commission and believe that it will react very unfavorably on the growers of grain, for the elevator companies must protect themselves against such a drastic ruling, and more particularly during this season, in which we are called upon to handle a lot of grain that is absolutely out of condition. Our instructions to our agents have resulted in practically putting them out of the market on corn, which is satisfactory to us until conditions change.—Western Elevator Co., Winona, Minn.

DEFENDS DR. WILEY.

Grain Dealers Journal: I believe that you are wrong in the attitude you have assumed toward Dr. Wiley and the Bureau of Chemistry. Is it a crime on the part of Dr. Wiley that he insists that the purchaser of a car of grain, of a certain grade, to be delivered at a certain station, at a certain price, shall have just what he buys?

You assume that such conduct on his part is very reprehensible, and is seriously disturbing trade conditions. If you are correct in this, and perhaps you are, is the wrong with the Doctor or with the trade?

You claim to be concerned over the decreased price that the farmer will get for his off grade grain. Do you really believe that the farmer or the country shipper now get the price of good grain for the off grade stuff they sell and ship? I cannot think that you do. Suppose an Illinois farmer sells a car of badly stained and partly rotten oats to his local elevator. Will he get the price of number 2 white? When the car reaches St. Louis or Chicago will the country dealer be paid the price of good oats? You know the answer. Then why should this off grade stuff be bleached with sulphur fumes, have the sprouts clipped off, and be shipped to Atlanta as number 2 clipped white oats?

Why should Kansas City elevators buy two, three, and four wheat, carefully mix it, so as to weigh fifty-nine pounds, and sell the mixture as number two? Who profits by the transaction?

Not so very long since a car of wheat was shipped out of Kansas City officially certified as number 2 red. A few days later a different deputy of the same inspection department graded a sample from this same car, honestly taken, as number three mixed, and the inspection department of another state graded the same sample as number four mixed, musty and stack burned.

If the grain trade is in such condition that giving to the just what he buys will cause demoralization, then it seems to be high time that some one stepped in to make a change. The fact that we are today getting better grain on the same grade than we did sixty days ago seems to indicate that the work of the Bureau of Chemistry is having a wholesome effect.

We can see no reason why the same business honesty should not prevail in the matter of grain as in manufactured products, where the seller is generally compelled to warrant the quality of the goods he offers.—Truly Yours, J. Van Steenwyk, of Stamford Mill & Elevator Co., Stamford, Tex.

CHICAGO RECEIVERS URGE Application of Moisture Test as Provided by Rules.

Grain receivers as well as the elevator operators at Chicago have found the dual inspection at that market a hardship, in that the state inspection department grades corn in and out without applying the moisture test; while the buyers from the receivers and the elevator men insist that corn will not be accepted on contract unless a moisture test shows the exact limit of moisture permissible in the official rules of the state has not been exceeded.

The Chicago trade feels that it ought to sell by the same standard as that under which it buys. As the buyers east and south are independent and absolutely refuse to deal except strictly according to the official rules for grading, the only recourse is for the receivers at Chicago to require the state inspection department to make test of each and every sample of corn to determine the percentage of moisture.

The Receivers Ass'n of Chicago at a recent meeting adopted the following resolutions, which speak for themselves:

Whereas: The inspection rules of the Illinois State Grain Inspection Department require that certain percentages of moisture content shall govern the several grades of corn, the fixed percentages being the maximum for the respective grades, and

Whereas: The said inspection department does not actually determine the moisture content of corn before grading, but on the contrary grades corn commercially, that is, the grade is fixed according to the judgment of the inspectors as to soundness, cleanliness, moisture, etc., and

Whereas: The inspection rules as promulgated by the Railroad & Warehouse Commission of Illinois, which provide that the grading of corn is not complete without the moisture content being determined, are violated by the Illinois State Grain Inspection Department by their refusing to ascertain the moisture content unless the protesting party deposits one dollar per car, which amount is forfeited if grade is not changed, and

Whereas: The present system of inspection was inaugurated with the understanding the inspection department increase the fee per car from 35c to 50c, the increase being acceptable to the grain trade on assurances given that if the sampling of grain was placed under control of the State, they would deliver to receivers of grain samples that were accurate and official, and the department would stand back of their samples, and

Whereas: The records of the Illinois State Grain Inspection Department will show that the present system is low in efficiency as far as corn inspection is concerned, which fact is evidenced by the tremendous amount of corn on which reinspection is demanded, and by allowances which are made daily on 25 to 200 cars which are improperly graded but on which reinspection is not asked, said adjustments being made on Board of Trade official moisture tests and samples, which are generally recognized as much more accurate than those of the State, and

Whereas: The system of inspecting corn now in vogue is vicious and the so-called moisture test is used for the sole purpose of beating down the grades of corn coming to this market from country shippers, and

Whereas: This practice of said inspection department has resulted in enormous monetary losses to the patrons of this market and has been the direct means of diverting thousands of cars to competing markets, be it therefore

Resolved: That the Receivers' Ass'n of the Chicago Board of Trade unanimously demands that the Illinois State Grain Inspection Department abide by its rules in every respect, and

That: Said Department should deter-

mine exactly the moisture content of each car of corn inspected by it before establishing the grade, and failing so to do that the moisture feature be dropped as a determining qualification, and

That: In every instance the Illinois State Grain Inspection Department apply the same standards or tests on reinspections as were used in the original inspection, that is, the moisture test be eliminated on reinspection unless the moisture test was used in the original inspection, and

That: The Directors of the Chicago Board of Trade be requested to secure legal opinion as to the liability of the Inspection Department for its failure to draw accurate samples and for errors in grading where their rules are not followed. Also as to the legality of reinspecting grain on different standards or tests that were used in the original inspection, and

That: Said State Inspection Department in view of increase of inspection fee, be made liable for any errors in sampling, and be compelled to deliver official samples which will be final between buyer and seller.

CROP IMPROVEMENT NOTES

Four more experimental farms within a radius of 50 miles of Springfield, Mo., will be established in the Ozark country by the Frisco R. R. system for the purposes of experimenting in the scientific growing of crops.

Fearing that the planting of non-tested seed corn in Iowa this year will result in the production of less than half a crop, the Des Moines Commercial Club is sending 500 Holden Ideal Corn Testers out into the country to banks, business men and school houses with the request that the seed corn selected by the farmers in each locality be given a thoro test.

De Kalb County, Ill., will have a farm expert and a modern agricultural laboratory as a result of the completion of plans formed by farmers and business men, who have raised \$10,000 and a huge amount of enthusiasm in order to make the enterprise a success. The experiment, which will be of three years' duration, is the result of long continued poor crop averages in many portions of the county.

In co-operation with the Council of Grain Exchanges the Seed Trade Reporting Bureau will make a test for purity and germination free of charge for seed dealers whose names will be printed and circulated by the Crop Improvement Committee of the Council in a list of those having field seeds for sale carrying the certified test of the Seed Trade Reporting Bureau or the agronomist of the state wherein the seeds may be sold. If the samples submitted to the Bureau by the dealer are of standard quality, the Bureau will furnish the Council the dealer's name and address and a statement of the amount and kinds of seed he has for sale.

The establishment of a Farm Bureau for Vigo County, Ind., will be urged at a mass meeting to be held by the business, manufacturing, agricultural and civic bodies of Terre Haute. F. C. Reckert, a member of the crop improvement committee of the Young Business Men's Club, who has charge of the meeting, says: There are 200,000 acres of arable land in Vigo County. If this were assessed one cent an acre per annum no difficulty would be obtained in establishing the bureau here.

Commissioner of Agriculture R. F. Kolb of Alabama has launched the state's corn contest for 1912. An effort is being made to have at least 4,000 contestants raise the largest corn crop that state has ever produced and co-operation of the county superintendents of schools has been enlisted. The state offers a prize of \$250 for the largest yield of corn on one acre, \$150 for the second, \$100 for the third. A cash prize of \$25 is also offered in each county.

KANSAS GRAIN DEALERS' ASSOCIATION

AT KANSAS CITY, FEB. 20-22

The 15th Annual Meeting of the Kansas Grain Dealers Ass'n was called to order in the Coates House, Kansas City, Mo., Tuesday, Feb. 20, by Pres. W. C. Brown who called for Geo. H. Davis, Pres. of the Kansas City Board of Trade, who welcomed the visitors and expressed the hope the dealers would have such a successful meeting and enjoyable time they would come back again.

Pres. Brown thanked Mr. Davis for his words of welcome and praised the hospitality and good cheer of the Kansas City receivers. From his annual address we take the following:

PRESIDENT'S ADDRESS.

In the days of our prosperity we are apt to forget those of adversity, and lest we forget and not count our blessings it is well to review the history of our organization.

In the beginning, we, as dealers had no way of meeting each other on common ground, exchanging experiences and benefiting by the mistakes of others as well as ourselves. It was for this purpose that a few progressive grainmen got together about sixteen years ago, some time during the month of December, and the association was born.

It was not my misfortune to be in the business in those perilous times, but it is not a great stretch of imagination to see the condition which then existed, and to survey the conditions which probably brot about the formation of this society.

I am told by men who have been in the business for a great number of years that, prior to the date of organization, elevator properties practically all over this state were considered by their owners as liabilities rather than as assets, from the fact that the conditions surrounding the trade were so perilous and competition was so unjust. Men did not know each other and the principal thing seemed to be to kill off the other dealers, even tho it meant death financially.

In a meeting held in Atchison a few months ago, I heard one of the large millers of the state say that during those times their company would not pay a shipper's draft with bill of lading attached until they had looked into the financial condition of the shipper. He also made the statement that he had succeeded to his father's business and on the old books stood many thousands of dollars due the mill, from the fact that the country dealer was so irresponsible. "But," he continued, "conditions to-day are entirely different. We are only too anxious to pay the drafts of legitimate dealers. Seldom, if ever, do we have an overdraft, and in the many thousands of dollars worth of business that we do annually the percentage of loss is very, very small."

A banker at the same meeting said: "Our bank considered the paper of grain dealers our poorest asset." I remember a friend of mine who started into business a number of years ago with a very small capital. He interviewed the local banker as to the possibility of help, should he need it, and was told that their experience in furnishing money to grain dealers had been very disastrous. These men were owners of a number of banks scattered throughout the state. "But," he said, "conditions to-day with grain men seem to be entirely different from what they were a few years ago, and we esteem a grain account as one of the most valuable accounts." The result was that the banker financed the young man in his proposition.

The method of doing business was entirely different from what it is to-day, and it seems to me as tho the change has been brot about by our commingling together and the exchange of our experiences. Take, for instance, the weighing of grain from the elevator into the car.

I know a good man who has been in the grain business up to the present time, nearly thirty years in the state of Kansas, and up until about five years ago had never weighed a single bushel of grain that was loaded from his elevator. When he got his cut-off, we all know what happened. He would be short a good many hundred bushels of grain and he had no way whatever of locating the shortage and forcing the

collection. A car of grain of his in transit was wrecked, transferred to another car, and when unloaded showed a great big shortage. He had no way of proving his shortage, so had to take his medicine, but he immediately installed a good scale, and on a basis of a business of one hundred thousand bushels a year, it saved him \$50 a month.

The average shortage, then when obtainable, was from twelve to twenty bushels of grain per car. There was no effort on the part of the receiver to make a return of honest weights. There are a great many men in this world who will not be honest unless they are forced.

This shortage proposition was one of the first things taken up by the association and fought to a finish—with the result we are all familiar. Many of us ship car after car of grain to-day on which the shortage is less than one hundred pounds.

It was during those times that the line companies acquired the most of their elevators. The banks would not finance dealers, but the line company was always ready to help them, fully realizing that it was a question of only a few months until the property would fall into their hands. There possibly were exceptions to this, but it only proves the rule. To-day the most of the line companies are trying to sell their properties, as it is impossible for them to place a man in control of their elevator at the average wage paid and successfully compete with a man who is the owner of his own establishment.

Scoop shovelers were doing business at many stations, especially in the western part of the territory. One man has said that they were as plentiful as grasshoppers. Unscrupulous dealers in the terminal markets would finance these fellows and handle their business at the other end of the line, but there is not a reputable firm in Kansas City to-day who would think of accepting a shipment from one of these parasites. True, there is no law to hinder them from doing it, but they know that where they would possibly get a few cars from this one man they would lose hundreds from legitimate shippers.

Collections of claims for loss due to delay in transit were as rare as a sunflower blooming on the prairies of Kansas in the month of January. A freight claim agent is alleged to have made the statement that he was not paid to pay claims, but paid to avoid the payment of same. At many points in the state to-day claims are paid by the local agent on proper presentation to them with sufficient evidence attached to substantiate the claim. There is no delay whatever for payment of claims for loss in weight in transit, when it is possible to show the car arriving or having been in a leaky condition, and supported by an affidavit of weight by the shipper.

Could the individual by his personal efforts have brot about all of these reforms? Certainly it would have been a physical as well as a financial impossibility. New conditions are constantly being met by the association, and through the united efforts of its members we are able to fight them to a finish, even if we may not always be fully successful.

Extortionate Inspection Fees: We are now passing through a battle in which we have all felt the strength of the association, as well as the legislative power of our great state, and it is a shame, a disgrace and an outrage that the state of Kansas has tried to force upon the dealers the present inspection law. It is not my purpose to enter into a discussion of this, but just to mention it in passing. I feel certain that our secretary is fully prepared for this, but I want to call your attention to one thing. It has only been a matter of a short time since the farmers of our country looked upon an organization of our kind as a sort of combination or trust, a body of men banded together to fleece him out of the honest profits of his toil. This idea was erroneous and is not entertained by our well-informed farmers of to-day. In this matter of the inspection law they must be brot to realize that a tax upon the grain dealer is a tax upon the product of the soil, and that the ultimate cost reaches the producer, and that the farmer is the man who is paying the freight. He must also be brot to realize that this organization is always ready and willing to stand between him and any unwise legislation, especially that which creates offices for a few paltry politicians that

they may pay the debts they owe to the man from the country. The matter of the inspection of grain should be entirely eliminated from all political parties, and it is time that the people of our state demand of our legislature that they make this something else than a political plum.

Growth: We have grown to be one of the largest organizations in the country. Knowing that we had a good thing, and not being stingy, we have extended the glad hand to our brothers in our neighboring state of Nebraska. We are willing to share the fullness of our joy with them, and, recognizing the good in it, they grasped our hands warmly and came into our camp gladly and willingly. It is all right. We need them and they need us.

Every dealer, whether he is a member of the association or not, reaps the benefits of our work. If there are any non-members present this afternoon, I want to ask you, are you paying your share of the expense and contributing a little money, head work and good fellowship to our success, or are you picking up the rich nuggets that fall from our tables without being a factor in their making? Are you riding in the band wagon without helping to pay for power, lubrication and wind?

If you are one of these, just grab a little enthusiasm from any of our fellows, separate yourself from just a few dollars that we have put into your pockets, and be a joyous partaker in the richness of our association, instead of being a leech, prospering by the grace of a divine creator and the generosity of your fellow grain dealers.

H. A. Foss, Chicago Board of Trade Weighmaster, read a paper on "Scale Testing" from which we take the following:

SCALE TESTING.

The subject assigned me, by your worthy Secretary is one which should be of especial interest, at this time, to the members of the Kansas Ass'n, as I understand Mr. Smiley has recently inaugurated a scale inspection bureau for the benefit of your members, a step, let me add, that is to be commended.

I have frequently asked shippers if their scales had been recently tested and, in many cases, I received the reply that they tested their scales every morning by balancing them, and that they knew they were correct for that reason.

Again, many shippers have told me that they knew their scales were correct because they had weighed a man on each corner of the scale platform with the same result at each weighing.

Still other shippers have endeavored to prove the accuracy of their weighing machines by the use of a single 50-pound test weight. While the fact that the scale platform swings free of the outside scale frame, or because the scale beam oscillates freely in the trig-loop, have caused many shippers to rest content in the belief that their scales were giving justice to all concerned.

The testing of a scale with one 50-pound test weight, or the weighing of a man on each corner of the scale, or the free swinging of the scale platform, or the balancing of the beam, are of no value in proving the accuracy of a scale. It is foolish to deceive ourselves and tell ourselves, that our scales are accurate, and use them as being accurate, when we have not made a complete test necessary to establish their accuracy. In this connection, I want to emphasize the imperative need of having your scales tested, at regular intervals, by a proficient scale man, with sufficient test weights.

Concerning the care of scales at country points, I want to say that if Terminal Weighmasters were as neglectful of the weighing machines under their supervision, as the average shipper is of the scale he uses in determining the weights of his grain, the Terminal Weighmasters would be in hot water all the time, and you shippers would be suffering from shortages to a greater extent than you do now. This fact is forcefully demonstrated by the results of the tests at the country stations made by the Weighing Department of the Chicago Board of Trade.

During the years 1910 and 1911, we tested 223 scales at COUNTRY SHIPPING POINTS, and we found 146 of them, or nearly 70 per cent, incorrect. Just think of it, only 30 per cent of the scales tested by us at country shipping stations were found correct and in good working order. It is true, that this percentage is probably higher than the percentage of incorrect scales everywhere, for the reason that many of our tests were made after discrepancies had been discovered; but even so, my knowledge of the conditions of scales throughout the grain producing territory justifies me in saying that the percentage of incorrect scales is extremely high.

Please bear in mind, that the scale at the country shipping station, whether it be wagon, track, hopper, or automatic, requires the same attention as a scale at a terminal market. Moreover, a scale is a delicate piece of machinery, and if the operator does not take proper care of it, it will not give the accurate results so much desired. Let me remind you, that the proper testing of a scale, is a part of its care. The idea, some scale owners seem to have, that a scale can be used year after year without testing or overhauling, is a mistaken one, as many shippers have found out to their sorrow. Why! I have had shippers admit to me that their scales had not been tested for over ten years. In one case, that recently came to my attention, the operator told my inspector that the scale he has been using has been in service for seventeen years, and that it had never been tested during that time. Judging from the report made by my inspector, the scale must have looked the part.

In view of the fact concerning the need of frequent and complete tests which I have endeavored to make plain to you, the members of the Kansas Grain Dealers' Ass'n should congratulate themselves that their strenuous and progressive Secretary has caused to be placed within their reach an effective scale testing service. "Mr. Smiley, I heartily commend you for the wise course you have pursued in this matter, and I feel justified in adding that the intelligent and progressive members of your association will co-operate with you in making this important service the success that its importance demands."

During my fourteen years' service with the Weighing Department of the Chicago Board of Trade, I have given the subject of scales especial attention. I had not gone into the matter very deeply before I realized that the inaccurate weighing machine was one of the primary causes for discrepancies in weighing; and moreover, that the Scale Companies were, in a very large measure, responsible for much of this inaccuracy. As a result of this realization on my part, I addressed the Iowa Grain Dealers' Ass'n, at its Annual Meeting, May 17th, 1904, on the subject—"Some Facts Concerning Scales, Their Makers and Distributors." The Grain Dealers' National Ass'n considered the facts presented in my address of sufficient importance to publish my paper, and distribute it throughout the grain producing territory. In that address, I called attention to the fact that weighing machines were being installed everywhere without being tested; that the testing of the average country scale consisted largely of placing a fifty-pound test weight on the scale platform; that the manufacture, sale and installation of cheap and loose-jointed scales by careless and incompetent men was the cause of much contention and ill-feeling; that scale dealers and elevator builders should advise against installing and locating scales where conditions do not assure permanent accuracy; that when installing a scale the purchaser should see that the scale bears the name of the manufacturer; that a large percentage of the men who build and adjust scales are incompetent; and that the many carpenters and millwrights who attempt this work are daily adding to the troubles of the grain men.

These facts were presented by me in 1904, and I am pleased to say that conditions, in

all these respects, have improved materially since then. The grain dealers' ass'ns everywhere are installing and supporting scale inspection bureaus, and shippers generally are giving more thought, attention and care to the installation and maintenance of their weighing machines. The improvement at the terminal markets has been even more marked; and yet with all the improvement everywhere in evidence, there is still room for greater improvement.

Queries: During the past few years I have received hundreds of inquiries asking for information concerning various phases of the scale subject, and I have compiled from these inquiries a list of questions and my answers thereto which, I believe, will be of interest to you, and I shall conclude my remarks by reading this compilation of questions and answers.

Question: In purchasing a scale how can I tell whether or not a weighing machine is a reliable one?

Answer: Don't buy a scale that has nothing but its cheapness to recommend it; and moreover, buy your scale subject to a thorough test and inspection by a competent scale inspector. Don't buy a scale unless you know who manufactured it.

Question: Is wood suitable for the foundation of a wagon or track scale?

Ans.: No. Construct your foundation of concrete, stone or hard brick.

Ques.: Will water in a scale pit do any damage to a scale?

Ans.: Yes. Moisture causes the scale, and its bearings, to rust out, thereby shortening very materially the life of the scale. A perfect drain in your scale pit is imperative to permanent accuracy. Whatever you do, do not make a cistern or cess-pool of your scale pit.

Ques.: How should scale timbers be placed?

Ans.: Grout your scale timbers in good cement mortar. This applies to all timbers that lie either upon the foundation itself, or on the retaining walls.

Ques.: Is it safe to splice main timbers of any scale?

Ans.: Splicing, no matter how well done, is not satisfactory. Full length timbers should be used.

Ques.: Do you approve of locating the scale beam below the level of the scale?

Ans.: No; altho sometimes conditions make it necessary to do so. In any case permanent alignment is hard to maintain unless the elevator structure is of steel.

Ques.: Is it necessary for a scale to be level?

Ans.: Most assuredly. Do not allow your scale to be set out of level, no matter what the reason for doing so may be.

Ques.: Will the running of an engine over a railroad track scale harm the scale?

Ans.: Yes. This is a dangerous practice, which should not be allowed under any circumstances.

Ques.: The paint has worn off of hanger weights. Will this make any difference in the weights determined by my scale, and would you advise me to re-paint them?

Ans.: Where the paint wears off of hanger weights it will affect the accuracy of the weights determined by the scale. Bear in mind that the variation of a grain on the hanger weights may amount to one thousand times more on the platform. Therefore, if your hanger weights are worn have them resealed, but do not repaint them under any circumstances.

Ques.: I have no test weights at my station. What would you advise me to do in order to assure myself that there is nothing radically wrong with my wagon scale?

Ans.: I would suggest that you weigh a short heavily loaded wagon, first on one end of the scale, and then on the other end, noting any variation there may be in the weighings. Be sure to have the entire wagon on the scale platform, at each weighing. While this will not prove the accuracy of your scale, it will indicate any variations between the ends. Only test weights will positively determine whether or not your scale is weighing accurately. I would also advise that you examine your scale pit each day, to be sure that the levers, particularly the fifth lever, are free from binds, which may be caused by accumulations of dirt or refuse in the scale pit. I would further advise that you examine your scale platform each day, when there is a load on the scale, to be sure that there is plenty of clearance between the platform and the outside scale frame.

Ques.: My scale is located in the lower part of a bin where it is not easily accessible. How shall I test it?

Ans.: Where the scale is located in the lower part of a bin, suspend test rigging from the scale by means of rods hooked into I-bolts, fastened underneath at the four corners of the inside scale frame. The rods should be made with large triangular shaped loops at the bottom. When the rods are in position, place planks through the triangular loops, then balance the scale, after which, place the test weights on the planks. I would advise against locating a scale in a bin, or other place, where it is inaccessible.

Ques.: How often should I have my scale tested?

Ans.: At least once each year, and as many more times as conditions seem to require. We test our scales at least twice each year.

Ques.: In your opinion, is the average country shipper competent to test his scale?

Ans.: No. Your scales should be tested at least once each year by a proficient scale man, with sufficient test weights, and under no circumstances should you allow any carpenter, millwright, or blacksmith to "monkey" with the nose-irons of your scale.

Mr. Smiley: Can you test a 4 to 5 ton wagon scale satisfactorily with 600 lbs. of test weights and a heavily loaded wagon?

Mr. Foss: No!

Mr. Smiley: How do you test an Automatic scale?

J. A. Schmitz, scale inspector of the Chicago Board of Trade: The only way I know of is to weigh a number of drafts thru some other scale. Some of the automatic scales vary with different drafts. Bringing the beams of hopper scales which are set upon the cribbing will weigh differently when the house is loaded from when it is empty. The hopper scale should be supported from the foundation. The dump scale is generally



Some of the Dealers in Attendance at the Kansas City Convention, Feb. 20-22, 1912.

in the house, dry and better cared for, but on the other hand the grain is sometimes dumped so as to strike one of the scale rods to the detriment of the scale. Many wood frames are made too large or too small. The steel frame insures accurate setting and keeps its position.

F. W. Eva, Chief Inspector of Minnesota, in speaking of "Track vs. Office Inspection," said:

TRACK VS. OFFICE INSPECTION.

In accepting your invitation to address you on the subject of the merits of office inspection over the former method of car door or track inspection, I wish to say that it is not my intention to burden you with any large amount of statistics, but it will be my endeavor to lay before you my reasons for thinking that the present system under which the Minnesota Inspection Department is operating is superior to the former or track inspection system.

It will be proper for me to explain the track inspection system or what I may term the Old Method.

THE OLD METHOD.

In performing our work under the system of inspection made in the railroad yards at the car doors we found many difficulties not now encountered. Under that method each of the railroads entering the terminals was obliged to provide more or less trackage room for the assembling of the grain cars for inspection. This depended, of course, upon the volume of business done by each road and also required the department to maintain one or more inspectors in each of the railroad yards, to make the inspections of the cars of grain after they had been assembled.

The cars of grain were usually not in at night so that the inspection would be made in the morning as early as it was possible to see. The inspector took with him his sampler to examine the car for any physical defects, break the seals, open the cars, close them and re-seal them and to do the sampling for him as he made the inspection. It was necessary for some of the railroads, in economizing trackage space, to run those strings of cars as close together as possible and still provide a passageway for the men to walk and work between them. In some cases, however, they were so close as to make it dangerous to work. These yards were laid out with tracks in long straight lines wherever this was possible to be done, rather than to have short tracks and a larger number of them. This arrangement meant long hard walking, the inspector having to carry his sieves and testing kettle, the samplers to carry probes, with his ladder and pinch bar for opening the car doors and the seals for re-sealing the car after the inspections had been made.

In addition to these inconveniences placed upon the inspector the weather conditions and the conditions of light or lack of it mitigated against accurate results in many cases.

The discomfort of the inspector and the lack of proper light at different times, the hurry with which such inspections had necessarily to be made, were all factors which tended toward inaccurate grading. An inspector is often obliged to use four of his five senses in order to give a sample of grain its proper grade. This could not be done with his hands benumbed by cold or eyes blurred by sleet, temporarily blinded by the glare of a bright sun on a fresh fall of snow, water dripping from the eaves of the cars down his neck and over his records, sieves and tester, making it impossible to use them. With such conditions the inspector's position was anything but an enviable one. While the inspectors were fairly uniform in wheat grading they were not as uniform as they should have been in their grading of coarse grain.

The inspections being made in the different railroad yards they had no means of consulting and all of their grading had to be done independently of each other. Perhaps this lack of uniformity in the grading of coarse grain might be accounted for by the fact that the grades on this class and kind of grain had not received as much attention by the trade in our markets until a few years ago as compared with the attention given to wheat because of the very much larger volume of wheat raised and the importance attached to that crop. The raising of wheat has been falling off for a number of years and the raising of coarse grains has been very materially increased.

This apparent lack of uniformity in coarse grain grades led me to believe in 1902 that it could be overcome and that coarse grain if all graded by one or two

men both for the incoming grain from the country and such grain loaded out of elevators would be uniformly handled. I, therefore, arranged to have all samples of coarse grain brot to the office and the inspections were made by one man, with the result immediately to be seen that I had attained my object. A lining up of all of the inspectors in this respect was the immediate result and the next step was a long step forward in the final sampling of all grain and the adoption of the office or indoor sample inspection method. This method may be explained very briefly as follows:

OFFICE INSPECTION.

This does not differ materially from the old method, as to the details of the yard work with the exception that all of the inspections are made at the office. The samples are taken from the cars by the same class of men and placed in sample sacks, care being taken to probe the grain in several different sections of the car, in the case of flaxseed not less than 7 times, all other grain 5 times; in either case as many times more as necessary, just as formerly had been done when the inspector stood on the ladder to receive the result of such samples directly at the door of the car for his examination. These samples after having been placed in the sacks together with a ticket showing the car number, initial, date sampled, the name of the sampler and any bad order notations which the sampler or the sealer might have found as to the poor physical condition of the car or the size of the load. These samples are gathered as fast as they are taken by the state samplers, carried to the waiting conveyances and brot immediately to the office for inspection. The cars are then immediately resealed.

There is provided at the office a large and uniformly lighted room on the north side of the building which is continually kept at a moderate temperature and in which is placed separate and suitable sized tables for each inspector with all of the necessary appliances for quick inspection and testing that may be required to enable the inspector to grade properly the samples placed before him.

The samples as fast as they are graded are returned to the sack, together with all of the dockage for foreign matter that may have been sifted out of the sample. In this way the entire sample as originally taken is preserved. Each sample is then turned over to the inspector's assistants and a record made, the assistant taking the information necessary from the sample ticket on which the inspector has placed his grade and dockage with the notation or reasons for the same, together with his initials. The ticket is the same ticket originally placed in the sample by the sampler in the railroad yard. As these are booked he numbers the ticket and they are hung in numerical order numbered from 1 to 100. These sample numbers are transcribed to the records as the samples are booked and when the reports of the grades are filed with the clerical force of the office, these sample numbers still follow, so that a very ready reference to any sample is had for reinspection or appeal. It is thus seen that it requires but a very little time to investigate the grade or the dockage of any sample when it is considered necessary.

These samples are held on the original rack for 48 hours or as much longer as we have room to hold them, to allow ample time for reinspection or appeal, after which they are emptied and sold, and the money deposited in the State Treasury to the credit of the "Grain Inspection Fund."

Under this method all of the inspectors are at work within an easy range of each other and in addition to being able to consult with each other as to the grades of line cars, they have the added assistance of the chief of the department and his two assistants. They are constantly with the inspector, but never seek to dictate a grade in any case. The individual inspector's judgment is absolutely unhampered and is reflected in his grades except in so far as he might choose to consult with his colleagues or his superiors in asking their opinion as to what they would do in any given case.

REINSPECTIONS AND APPEALS.

Reinspections as under the out-door or track inspection system are made by the head of the department and his assistants so that a separate set of men re-grade such cars as may have to be reinspected. The samples for reinspection are readily found by reference to the hook number on the sample sack. The reinspections are made promptly and the sample again returned to the same number on the sample rack.

Should appeals be called the samples are just as readily found in the same manner and are immediately taken to the Appeal Board for their decision. The Appeal

Board under the old method received its samples in just the same manner as under the new, except that each sample as it was ordered had to be sent for in place of being at hand when wanted. It sometimes happens that new samples are desired, in which cases they are always provided.

The Appeal Board is entirely independent of the Inspection Department, being appointed by the Governor of the State, while the Inspection Department is under the control and supervision of the Railroad and Warehouse Commission. It will be seen from this that the grain samples pass through the hands and receive the judgment of five different men in such cases as appeals are taken. The decision of the Appeal Board is final as to both the grade and the dockage. These Boards (1 at Duluth and 1 at Minneapolis of 3 members each) in annual session, officially establish the Minnesota Grain Grades. These grade rules are the only basis by which any grain may be graded.

In the division of the inspection work the samples as they are brought from the yards are separated into the different kinds of grain with the exception of the flax. For convenience this is placed in the hands of one man or two if the volume of business necessitates it. The other grain is segregated at the time so as to prove more convenient in looking up a record, as then all of each kind of grain out of a particular lot of samples would be booked together. It is very gratifying to note the uniformity of all grades under this system.

Sampling Stations: When it was finally decided to make the change from the car door to the office inspection method I pointed out to the different railroads interested that it would be necessary on some of them that the sampling either would have to be done outside of the terminals a sufficient distance and the samples brot into Minneapolis by express so that the inspections could be made prior to the arrival of the cars of grain or it would be necessary that grain sampled one day could not be reported for grade and could not be sold on change until the next. It will be readily seen that to sample a number of cars, taking the necessary data and placing these samples in the necessary sacks, requires more time than to make the inspection immediately at the car doors. The roads were fearful of result in the delay of their equipment if we should hold the grades over one day, and in the case of the roads doing the largest business sampling stations were provided at outlying points from 100 to 200 miles from the terminals.

The first sampling station was made at a divisional point of the Great Northern Railroad, and it had not been in operation more than 30 days before they demanded we do the same at other points. This request was granted as soon as it was practicable, with the result that we now have six outside points, and during the busy season four others which we use when occasion requires. The roads not doing so much business continue to use their wheat trackage as had formerly been done, but they are contemplating a change to the outside points as soon as practicable, realizing by so doing they are better able to compete with roads who have the outside sampling station.

The samples from the outside stations are taken in the same method as all of our samples are taken and for transportation are locked and sealed in strong wooden boxes that hold 50 samples each, placed on board fast passenger trains which are met at the depots by teams of the Grain Inspection Department and hurried immediately to the office for inspection. These inspections are immediately made and the grades are established by reinspection and appeal in such cases as it is deemed necessary so that final results of inspection are obtainable on all of the grain inspected before the actual arrival of the cars containing the grain represented by our samples. Disposition is given on fully 90 per cent of the cars before arrival at Minneapolis or Duluth, which are immediately switched to their unloading point without delay. Under the Old Method 48 hours was the average time to determine final grades.

CHAMBER OF COMMERCE SAMPLES.

Both under the old and the new methods samplers in the employ of private sample bureaus were taking their samples of grain at the time the state employees were opening and sampling the cars, but at no time were the two sets of samplers permitted in the same car at the same time. The private sampler must either follow or precede the state sampler in the gathering of his samples, which he was to deliver to the consignee or his agent. The samples for the individual firms of the Chamber taken by these private samplers are forwarded to the terminals from the outside stations in the same manner, but in separate boxes. These samples are taken to the Chamber

floor, placed in a sample pan, ticketed with the proper car number and initial and later the grades on these samples are checked and placed on the ticket by the sampling bureaus coming to the inspection office for this information.

It will thus be seen that the cash grain trader has a complete memorandum on the ticket in his sample pan for each car handled by the Inspection Department.

It has been possible with but very rare exceptions to complete the inspections covering the entire receipts and have the grades on the trading floors prior to 11 o'clock a. m. This, of course, necessitates efficient co-operation on the part of all of the employees of the department and the smooth working of all parts of the system in their relation to each other which include, of course, the relations the department must sustain to the Chamber of Commerce Samplers and to the public.

So much for the in-inspection or the inspection of the grain received at the terminals. The inspections made on the grain loaded out of the elevators are made in exactly the same way and with exactly the same degree of care. The samplers are busy in the morning gathering their samples of the incoming grain. In the afternoon they gather the samples at the elevators from the cars loaded out. These are immediately hurried to the office and inspected that same afternoon, so that the cars may be ordered for shipment that night.

The benefits of the new method over the old one may briefly be said to be more accurate and more uniform grading, quicker dispatch in the release of rolling stock, less switching, and release of fully 50 per cent of equipment 24 hours quicker than under the old method, and the consequent saving of expense to the carriers and quicker returns to the shippers. There is also a benefit accruing to the department in the greater comfort to the inspectors and also a slight financial gain over the expense incident to the operation of the department under the old system. As to this difference in expenditures I have this to say:

FINANCES.

The question of operation of a large Grain Inspection Department must necessarily be looked at from many angles. Its principal object must be the attainment of uniform and accurate grading, efficiency must ever mark its progress and its results, and without the necessary funds with which to prosecute successfully the methods to arrive at efficient results, no department can hope for success.

It would seem to me that I may take pardonable pride in the financial methods of the Minnesota Department, which was organized with an initial appropriation of \$1,000.00 in 1885, and was placed under the supervision of the Railroad and Warehouse Commission. No further appropriation by any subsequent legislature has ever been made. The original act establishing the department gave authority to the Railroad and Warehouse Commission to establish such fees as in the judgment of that Commission were necessary for the successful conduct of the department's business. By the requirements of the law all of the fees assessed, all of the interest on deposits, all moneys collected from the sale of samples or from miscellaneous receipts of all sources must be paid into the State Treasury and must be credited to the Grain Inspection Fund. On the other hand all expenses may be paid out of this Fund, but only after proper receipted vouchers for legitimate expense of running the department have been approved by my office,

submitted to the Railroad and Warehouse Commission for approval, audited again by the State Auditor and finally presented to the State Treasurer for payment by check.

In the purchase of supplies the heads of the departments must make requisition in advance to my office for the same, which requisition must have my approval and the approval of the Commission before the supplies are purchased. All supplies except the minor office supplies are purchased only after proper bids have been received from several different firms, the job going to the lowest responsible bidder. It is a well known fact that the Minnesota Commission is composed of efficient and conscientious professional business men, and as such a commission have always sought to conduct the enterprises of the state placed under their supervision as if they were their own private enterprises and with a desire to reduce to a minimum the expenditures of the departments, yet at the same time to increase to the maximum the efficiency of the departments. No expenditure that was deemed necessary for the betterment of departmental methods has ever been withheld. This method, I believe, is preferable to the method of annual or bi-annual legislative appropriations which I believe now obtains in some states for the conduct of business, as it enables a department always to be supplied with sufficient funds with which to operate. Thus it is not necessary to curtail expenses to the detriment of the service because no legislative body may be in session to provide increased funds should occasion demand that they be supplied.

The force of this argument is readily seen at times when the business of the department slackens by drouth conditions or market conditions elsewhere which cause the diversion of grain to some other markets. This immediately reduces revenues, yet at the same time conditions may be such that it will not be possible to decrease the expenditures on an even ratio and still maintain the working efficiency of the department.

In measuring the two systems financially I have made a table or a recapitulation of the Receipts and Disbursements of the Grain Inspection Department at Minneapolis which covers the last crop year under the old system and the crop year ending August 31st, 1911, under the new system. I have selected these two years for the reason that they come very near together on the volume of business done. In making this comparison the fees are on the same basis, the original inspection fees being 35c per car for all grain which consists of wheat, corn, oats, rye, barley and spelts and 75c per car load for flaxseed, \$1.00 per car load for reinspection and \$1.00 for appeal fees where the reinspection grades or original grades have been sustained. There is no charge where grades are changed on reinspection or appeal except the original inspection charge.

The prices for samples sold are not the same in the two years which are contrasted owing to the higher market conditions this past year and in the year 1902-3. The number of samples sold in 1910-11, of course, exceeded by far the samples sold during the year 1902-3 because of the fact that all of our grading has been done this past year from the samples, while during the year 1902-3 we received only such samples as were taken for reinspection and appeal with the exception of the flax samples, which for a number of years have been brot to the office for office inspection.

Increase in Reinspection and Appeal Fees: By a glance at this table it will be

seen that approximately \$38,500 was received this past crop year for reinspection and appeal fees as contrasted with \$10,500 for the crop year of 1902-3.

This increase may arouse some queries as to the benefit of the indoor inspection method over the former. You may think that the original grades under the office inspection system are not as uniform or as accurate as the old method. I can assure you, however, that this is not the case, nor does it account for in any way the large receipts in this class of fees. This increase is due to several considerations. The first can be traced to the greed of human nature or the everlasting desire to get something for nothing which impells the calling of an abnormal number of reinspections and appeals today. There is no doubt but what there are more cases brot up for reinspection and appeal through the orders of shippers than ever should be called, and while the commission merchant must follow the instructions of his shipper it is stated countless times that these calls are made contrary to his best judgment.

The secondary consideration prompting the calling of so many reinspections and appeals springs from the very small fee charged by the department for this service, the quick dispatch with which reinspections and appeals may be obtained and the possibility of the change on one or more cars in any given number from the same shipper. The change of even one-half pound dockage on a large car load of wheat would pay for a number of reinspections and appeals.

There is another and important reason for this increase and that is the keen competition for business at country points; the commission merchant, realizing the small charge, vies with his competitor to obtain something he knows he is not entitled to and if possible gain or retain his business.

I know of no other large grain market in the United States where the inspection is more carefully made as to both the grade and the dockage. It of necessity must be so, for we have 9 different points in Minnesota at which we must inspect grain, using the grade rules as the standard so as to maintain absolute uniformity. Most of our other grain markets disregard the question of dockage except that they fix the price to be paid for the grain in accordance with the proportion of dockage in their selling or buying samples. This is not, in my opinion, an ideal method. The Minnesota Departments are equipped with every possible appliance to assist the inspections in determining accurately the exact amount of dockage in the samples inspected. The docking of grain is not a matter of judgment, but, rather is a mathematical and mechanical problem. The uneven loading of cars at country points, the buying of grain at country elevators at one dockage and the placing of an additional half pound dockage by the Inspection Department at the terminals result, of course, in frequent calls for reinspection and appeal.

NUMBER OF EMPLOYEES.

At Minneapolis for the year 1902-3 under the Old Method we employed 48 men, while under the New Method this was increased to 50. The change in methods necessitated a reduction in the number of Deputy Inspectors and a corresponding increase in the number of samplers and office help, but at an aggregate less salary.

EXPENSE CONTRASTED.

While the change resulted in a decrease in salaries paid, there was an increase in operating expenses by reason of the necessity for larger quarters and a slight



Some of the Dealers in Attendance at the Kansas City Convention, Feb. 20-22, 1912.

change in the reporting system to get the grades before the public in proper shape. This expense was largely for additional rent, light and janitor service and a small amount for extra stationery, and amounted in the aggregate to approximately \$3,500.

The aggregate receipts under the New Method from the three sources of samples sold, reinspection and appeal fees, amounted approximately to \$45,000 in 1910-11, while under the Old Method the receipts from the same class of fees amounted to only \$11,500, a net gain approximately of \$33,500.

CONCLUSION: In round numbers the receipts at Minneapolis in 1902-3 under the Old Method were \$85,000, disbursements \$63,000, gain \$22,000.

In round numbers the receipts at Minneapolis in 1910-11 under the New Method were \$111,000, disbursements \$68,000, gain \$43,000.

There are three points I wish to emphasize:

First—That the power which the Minnesota Railroad and Warehouse Commission has over establishing fees has been exercised with extreme care. Fees have always been reduced or increased as the surplus of the department indicated it was necessary and have ranged from 15c per car load to 35c per car load, with the exception of flax, which has for years been on the same basis at 75c per car load.

Second—That at no time, either under the Old Method or the new one, have the inspectors, reinspectors or members of the Appeal Boards had any knowledge of the ownership of the grain handled. The car numbers for inspection are furnished by the railroad companies, the samples are taken simply from this information of the cars as they are spotted on the delivery tracks without any knowledge on the part of the sampler as to who the shipper was or as to who the consignee was.

Third—The New Method has been in operation long enough to absolutely prove its merits and under no considerations will the Minnesota Department revert to the old system.

Pres. Brown called upon Chief Inspector D. R. Gordon, but he begged to be excused.

Secy Smiley asked if wheat was docked in Minnesota terminals because of cracked grains contained.

Mr. Eva: We do not.

A. L. Williamson: We send it to screenings.

Pres. Brown appointed as a Nominating Com'tee H. Work, Ellsworth; A. H. Bennett, Topeka; F. W. Gaunt, Alton; H. L. Strong, Conway Springs, and F. A. Derby, Sabetha.

Auditing Com'tee: S. J. Thompson, Holton, and E. P. Hubbard, Juniata, Nebr. Adjourned to 8 p. m.

WEDNESDAY MORNING SESSION.

The extra session called Wednesday morning to take the place of the Tuesday evening session was called to order by Pres. Brown at 10:20 a. m., who introduced Prof. J. H. Miller of the Manhattan Experiment Station.

Prof. Miller read a paper on "The Proper Relation of Farmers and Grain Dealers" which will be published later.

H. L. Strong, of the Strong Grain Co., Conway Springs, read a paper on "Arbitration," from which we take the following:

ARBITRATION.

Arbitration as applied to the grain man's business is a modern means of settling disputes, differences and claims of every nature. It is a money saver, a time saver and a trouble saver.

It is possible some refuse to arbitrate because of being ignorant of methods of handling an arbitration case by the majority of the regularly organized arbitration board.

Some do not seem to realize or know that they have the same right to challenge or disqualify a member of an arbitration board as they would a juror in a case in court. The assurance of justice in a case before a proper board of arbitration is tenfold or more as compared with the average suit in court because the arbitration board is composed only of business men of our own profession who understand the rules

and customs of our trade and are not bound by special court instructions on technical points of law.

More care should be used in selecting men for the arbitration board who are not only posted in trade rules and customs of the grain trade in general but also men who are broad minded, fair and honorable who will be unbiased in their decisions and will not allow themselves to be influenced by hearsay, public sentiment and other outside influences.

Some Board of Trade organizations have men on their arbitration board who in hearing a case in which a country dealer is interested would allow their decision to be more or less influenced by the possibility of getting or not getting business from this country dealer.

Conduct of Arbitrators.—Many arbitration boards have no instruction as to their conduct between the time of hearing the case and the time they render their decision and often one or more of them will talk freely of the case to Tom, Dick and Harry and allow themselves to be more or less influenced by public opinion and other unfair influences. This condition should be overcome by properly instructing the board of arbitration to hear the case and then converse with no one outside of the members of their own committee relative to the case until after a decision has been rendered and handed to the secretary in writing.

Change of Venue.—Some give as a reason for not wanting to arbitrate a case is because they do not believe they can get justice before a certain arbitration board before which they are asked to arbitrate.

In a case of this kind, the opposing party should not be narrow minded but should be willing to allow the case to be heard before some other arbitration board where neither party is known and no question could be raised as to having a fair and impartial trial.

I believe the rules of every ass'n and board of trade or grain exchange should be broad enough to permit its members to carry arbitration cases to any arbitration board upon which the contestants can agree providing they can give good reasons for the change. If their rules will not permit this now, they should be made so as soon as possible.

In many cases where a country dealer trading with a member of a city grain exchange should have differences arise which require arbitration it seems almost an impossibility to secure the consent of the member of the city grain exchange to arbitrate before any other board except the arbitration board of their own ass'n. This to the average country dealer looks like a one-sided, unfair proposition.

I believe the trade rules of all organizations, both city and country, trading in grain, should be uniform as nearly as possible, to the end that all arbitration boards may as nearly as possible be governed by the same general rules and their work of handling cases between members of different organizations will be made easier and more satisfactory.

Prizes for Ideas.—Being a great believer in arbitration and the improvement pertaining to arbitration, the Strong Grain Co. has decided to offer some inducement in the way of certain prizes for the ideas of others on this subject, said prizes to be awarded by a com'tee to be selected by those in attendance at this meeting. Said com'tee to have a chairman who shall receive all matter to be submitted to the com'tee and report the findings of the com'tee to the secretary of the Kansas Grain Dealers Ass'n who shall disburse the awards and furnish a report to the different grain dealers' journals for publication.

First, a prize of \$25 will be awarded to the grain dealer who will give, in not to exceed four hundred words, the best reasons for arbitrating differences, disputes and claims instead of suits at law, also the best reasons why the grain trade as a rule should refuse to trade with dealers who are not willing to arbitrate. A second prize of \$5 will be given for second best on this same subject.

Next, a prize of \$15 will be given to the dealer who will furnish the best ideas for improvement in the present system of selecting members for arbitration boards. Also the best ideas for improvement for instructions governing arbitration boards to safeguard the interests of contestants on both sides and at the same time not be covered by technicalities of law. Said ideas and suggestions for improvement to be those not already in use by different organizations and ass'ns in the territories where our dealers trade, the award to be based on the best ideas and suggestions offered which are accepted and adopted by the different organizations not already using them. A second prize of \$5 will be offered for the second best on the same proposition.

This offer is not confined to members or dealers of any particular organization but is open to all.

Mr. Strong moved the appointment of a com'tee of 3 by the President to select a com'tee to pass upon the papers.

The President appointed: E. C. Waldo, Ellis; T. C. Rogers, Beloit and J. E. Andrews, of Carden.

In the absence of E. Bossemeyer of Superior, Nebr., the Secretary read his paper on "Why Some Country Grain Dealers Do Not Make Money," from which we take the following:

WHY SOME COUNTRY GRAIN DEALERS FAIL TO MAKE MONEY.

To the mind of the average man, making money in business is equivalent to being successful in business, and, generally speaking, this is true. To say that you are successful in business is to say that you have served the public well, and have demanded and received pay in proportion to the service performed.

We sympathize with the man who has hard luck, who tells us of the misfortunes that have attended his various business ventures, but if we analyze the story of his failure, we can generally trace the cause of his bad luck or failure to his neglect to observe the true basic principles that must be at the bottom of every successful business undertaking. More and more I have come to believe in the law of compensation.

Truth ever meets with its reward.

For round and round we run,

And ever right comes uppermost

And ever is justice done.

The Country Grain Dealer serves his fellow man by maintaining a line of communication between the producer and the consumer. With proper equipment and capital he furnishes a ready market for the farmers' grain, receiving and handling it expeditiously no matter what the quality, quantity or time of delivery. The farmer is relieved of the trouble of watching the ever changing freight rates and rules, of ordering and waiting for cars, of filing claims for overcharges and losses in transit or of waiting for returns on shipments of grain. All he needs to do is to deliver his grain and get his money.

The up-to-date country grain dealer does not consign all his grain to the nearest terminal market. He keeps in touch with crop and trade conditions and when possible ships his grain direct to the point of consumption, being prepared to supply the consumer or the retail dealer with the kind and quality of product desired, or seeking out that particular consumer who needs the kind of product he has to offer, sells his grain direct, eliminating as far as possible the unnecessary expense of shipping grain to a terminal market only to see it reshipped to a near neighbor in his own territory. He is careful to establish a reputation for square dealing, for filling his contracts and meeting his obligations promptly, he is a member of the Grain Dealers' Association of his State, and of the National Ass'n, and is willing always to submit honest differences that arise between him and his brother dealer to the arbitration Board of the Ass'n.

Harmonize Your Surroundings.—Don't think you are the only one who has troubles, don't pray to the good Lord to remove them, but pray for more strength to meet those that beset you today, and the greater ones that are coming tomorrow. "Harmonize your surroundings." That is a part of the work a successful grain dealer must do. Farmers elevator companies, mills that overbid the market, dishonest or ignorant competitors, arrogant line house companies, we all have them to contend with, and they are made up of just such men as you and I, and for you to admit that you cannot cope with them is to admit defeat. The farmer will tell you that farmers elevator companies are organized to secure to the farmer a square deal. If this is true at your town you need no sympathy or advice, if it is not true, keep right on doing good work; "If you can't lick 'em, join 'em." "Competitors who undervalue their services to the world or are ignorant of grades"—cultivate their acquaintance, ask them to join the grain dealers ass'n, meet them often, see what wise counsel and advice or friendly co-operation can accomplish. Get acquainted with the miller, let him know that you are on the square. Tell him the story of the bantam rooster that strayed into the barn one day among the horses and after looking around at their big legs and hoofs said: "Let's not step on each other." Make him see that

"stepping on you" won't help him particularly and might be very detrimental to you. Millers are proverbially a jolly lot, and not half bad to meet; get acquainted. Line house men have the reputation of wanting to make money and it's safe conclusion that if they can pay more than you can, they are selling for better prices, in which case look to your selling. Or if you are convinced they are "after your scalp" go see 'em, and get acquainted.

Bill Jones married a widow who had \$3,000 in cash which she had collected on her first husband's life insurance policy. With the widow and the cash Bill went West and started in the clothing business in a new town. He put in a stock of Mark, Hafner & Sharks ready to wear clothing that cost him \$12 per suit and did a thriving business from the start at \$14.50 per suit. The town was growing and he had no competition, and when he received the fall stock he advanced the price to \$15 per suit and eased his conscience by saying that they were heavier goods. But Bill was honest and always blushed and felt guilty when his customers asked about the raise in price. Prospective competitors came and looked the ground over and went away and Bill had a monopoly of the business for five years. Business grew slack and he took an inventory of stock and found that he still had the widow and five children to provide for, \$2,000 worth of old clothing and numerous unpaid bills, and rent past due, and a bank account that was in the "red." He wondered what was wrong; his neighbors, the grocer and butcher, seemed prosperous. When the butcher asked for his pay, Bill told him of his scarcity of funds and admitted the blue state of his mind. The butcher said, "Cheer up, Bill, I'll trade it out. Johnny needs a suit, I'll send him in. You need a change, I'm shipping some cattle to Kansas City today, come and go along with me, the change will do you good." Bill went to Kansas City, and from force of natural attraction went into a large clothing store that displayed the familiar sign of Mark, Hafner & Shark, the clothes that fit and wear. He explained to the smiling clerk that he didn't want anything, sold clothes himself, same brand, just wanted to look around; how was business? The Manager was glad to see him, business was fine, store was full of customers, special, marked-down sale of M., H. & S. clothing at \$17.39 per suit, regular \$20 suits. Marked down, Bill gasped, "I sell 'em regular at \$15, used to sell at \$14.50." It took the Manager just three minutes to convince Bill that he had worked five years for less than nothing, that he had been feeling guilty when he sold a suit for \$15 that was really worth \$20. Could any one make a suit himself for twice the price, didn't tailors charge \$35 to \$50 for suits that hadn't the fit and style of the famous M., H. & S. clothes? And before Bill left the store the Manager convinced him that he was a public benefactor, to furnish a man a suit of clothes like M., H. & S. could make, ready to wear, for \$20, just like finding them, and now on special sale at \$17.39, it was actually giving them away.

Is your name "Bill Jones"? What are you doing for the world? Take an inventory of stock. What are your services worth to the producer and the consumer? Sell yourself a suit of clothes first, if they're worth \$20 to you, they're worth it

to your customer. Convince yourself that you're worth the money. Honestly, candidly, are you delivering the goods? If you are, look the world square in the eye and get your pay.

Chas. Neal of the Board of Trade Entertainment Com'te announced a banquet for the evening and a theater party for the ladies accompanying dealers.

Adjourned to 2:30.

WEDNESDAY AFTERNOON SESSION.

The Wednesday afternoon session was called to order at 2:40 by Pres. Brown who asked Mr. H. L. Strong to give his impression of Prof. Miller's suggestion.

Mr. Strong requested the discussion of the suggestion to meet in Manhattan in special session for inspecting the work of the Experiment station.

Secy. Smiley read his annual report from which we take the following:

SECRETARY'S REPORT.

Increase in Inspection Fees.—At the time of our last annual meeting a bill, known as the administration bill having as its object an increase in inspection and weighing fees by the inspection department of Kansas was being considered by the Legislature. This bill provides for a charge of one cent per thousand for inspection based on the minimum or marked capacity of the car. No provision is made for errors on the part of the deputy inspectors. If the seller or buyer calls for reinspection, and reinspection shows that the deputy made a mistake, under the law, the buyer or seller, as it may be, must pay for reinspection though the deputy was clearly at fault in making the original inspection certificate. The advance in fees provided in this law practically doubles the cost of inspection and weighing.

Shippers thruout Kansas and Nebraska did not take kindly to this advance in fees and we suggested in a bulletin issued from this office that if they wished to avoid this excessive fee, they could do so by making the notation on their Bs/L "inspection not desired, sell by sample." That many shippers thruout the country attempted to avail themselves of this opportunity of avoiding inspection fees by the Kansas inspection department is attested from the fact that the department brought suit in the Supreme Court of our State to compel the carriers entering Kansas City, Kansas, to notify the department of the arrival of all grain laden cars and their location on their side-tracks.

The Court appointed a Master to take testimony and shippers from different parts of the State, in giving testimony, cited instances of incompetency on the part of deputy inspectors and weighmasters, one instance being cited where a deputy inspector left his weight certificates in blank with the foreman of the elevator where he was employed, who had charge of the weighing. From the testimony offered, buyers in different sections of the state would not accept the official inspection unless the inspection was made by the deputy inspector in the town or city where their

plants were located. As a consequence, the shipper was compelled to pay two or more inspections on each car of grain. The testimony taken in Chicago, St. Louis and other cities revealed the fact that a shipment accompanied by Kansas inspection certificate must be reinspected before the purchaser would accept same.

The fees for inspection in other markets with one exception are only 50c per car for inspection and weighing, regardless of the capacity of the car and these several departments are self-supporting on this fee. The Master holds that he can find no act or specific language that confers upon the department any right or power to inspect grain except such as goes into or out of public elevators. If this opinion is sustained by the Supreme Court the amounts collected for inspection of cars on tracks in Kansas City, Kansas, from June 1st, 1911, to the time the court renders its final decision will be refunded to the shipper as the amounts have been paid over to the Clerk of the Supreme Court and will be held by him pending the final decision of the Court. To Feb. 1, there has been paid to the Clerk of the Court about \$16,000.

Should the Supreme Court of our state uphold the master's opinion, shippers can avoid paying this inspection fee when shipping to Kansas City, Atchison, Topeka, Hutchinson, Wichita and other markets in the state by making the notation on their Bs/L "inspection not desired, sell by sample." We are firmly convinced that unless grain inspection is taken out of the realm of politics, we can hope for no improvement in the service rendered.

Scale Inspection.—We secured the services of E. A. Carleton, who had had a number of years of experience in the testing and repairing of scales and started him on the road June 1. During the month of June and July he inspected 161 platform, hopper, track and automatic scales. Collections during this time amounted to \$560.20 and expenses amounted to \$532.88, leaving a balance August 1st of \$27.32. We then secured the services of M. A. Scott, who had had more than twenty years' experience in repairing scales. Mr. Scott commenced work Aug. 7 and remained with us until Nov. 11 and during this period he inspected 219 scales from which was collected \$691.60, his expenses amounting to \$740.02, leaving a deficit amounting to \$21.10. These two men examined 268 platform or wagon scales, 88 hopper, 9 track and 11 automatic or a total of 381 scales. Of the 268 wagon scales examined, 175 were found to be in good working condition and weighing correctly; 95 found out of condition; 26 of these were repaired by our man on the ground. Of the 88 hopper scales inspected, 58 were found to be weighing correctly, 30 out of condition, 25 of these hopper scales were repaired or adjusted at the time the examination was made. Of the 9 track scales examined, 4 were found to be in good condition and 5 not weighing correctly. Of the 11 automatic scales examined, 7 were found to be weighing incorrectly. These were easily adjusted. To cover the cost of such inspection and repairs, the following charges were made: Testing wagon, hopper and automatic scales, \$3 each; track scales, \$5; extra time making adjustment and repairs, 75c per hour; drayage charged to owner of scales.

As the carriers are indirectly interested



Some of the Dealers in Attendance at the Kansas City Convention, Feb. 20-22, 1912.

in the accuracy of weights we have suggested that they furnish these test weights and carry same as their property on their baggage cars and we furnish the scale man.

Dockage.—At the last meeting of the Grain Grading Commission of Kansas held in Topeka last July, a few millers from the south-central part of the state in attendance at the meeting asked the Commission to adopt the rules reducing the grade when wheat contains foreign matter. The refusal of the Commission to adopt these rules did not, however, prevent the chief grain inspector from directing all deputy inspectors in the state, where they found wheat containing to exceed one-half of one per cent of foreign matter, to grade such wheat No. 3 and wheat containing to exceed three-quarters of one per cent No. 4 and wheat containing one per cent and over of foreign matter should be graded No. 4 or sample. While he issued these instructions to his deputies, he failed to furnish them with the necessary paraphernalia to determine the amount of foreign matter contained in the wheat inspected and as far as we know, none of his deputies attempted to carry out his instructions. In our opinion, the adoption of a dockage system at this time, would be far reaching in its effect. Is it not probable that Wichita, Hutchinson, Topeka, Atchison and all Kansas markets would be passed up giving a market in a foreign state a distinct advantage? This is a question of very great importance to the farmers and elevator owners of our state and should have your very careful consideration.

The local meetings held thruout the past summer and fall in both Kansas and southern Nebraska, have been well attended and all in attendance favored continuing the meetings from year to year.

Crop reports.—We now have over 600 correspondents in the state, elevator and mill owners and operators and farmers and we believe the information secured from those correspondents is most reliable and can be depended upon.

Fewer claims for loss in transit have reached our office than the years preceding. Better equipment is being furnished by the carriers and greater care is being taken by the operating departments of the different lines in preventing losses by furnishing better material for cooping and insisting that shippers use burlap furnished by the companies. The heads of the claim departments of the different lines, with one exception, have shown a disposition during the past year to recognize all claims for loss in transit having merit and in most instances have paid claims promptly. In order to facilitate prompt payment of claims shippers when filing papers in support of claims should give the number of drafts when loading through hopper scales and the weight of each and where automatic scale is used show the commencing and closing numbers.

The Arbitration Rules adopted by this Ass'n provide for compulsory arbitration between members of the Ass'n and between members and non-members, where the non-member consents. During the past year several members of our Ass'n have attempted to construe this rule of our arbitration rules differently from what we think the revision committee intended. It is our understanding of Sec. 4 that where arbitration is demanded by a member of this Ass'n, that the other party if a member, must consent thereto and the Arbitration Com'tee shall decide whether the plaintiff has cause for action and not the Secretary. I would therefore recommend that the following words in rule No. 4 be stricken out "and he considers it a proper case to refer to the Committee on Arbitration" and make the same read "when the Secretary receives a statement in writing of such grievance, he shall within ten days notify the opposite party," etc. I consider compulsory arbitration one of the strongest features of our Association and can conceive of no reason why any individual or concern should refuse to submit a difference to the Arbitration Committee for adjustment, especially when either party to the controversy has the right of appeal to the Tri-State Appeals Committee.

Seed Grain.—We recommend to all grain dealers in eastern Kansas and Nebraska that they take this matter up with their farmer friends the present season urging the importance of securing western grown seed for fall seeding. In this connection we would further recommend that the grain dealers urge all farmers to test corn intended for seed this spring. We have reason to believe that only a small part of the upland grown corn produced in Kansas last year is fit for seed.

Dr. Wiley has declared his intention to confiscate any interstate shipments of grain which is deemed misbranded, or unfit for

food for man or beast, unless it is so marked and billed to distillers or for export. This threat, if carried out by him, will revolutionize the handling of damaged grain.

A meeting of grain dealers will be held under the auspices of the Grain Dealers National Ass'n in St. Louis, Friday, Feb. 23, to devise ways and means for meeting the conditions which would be created by the said Food and Drugs Act. We should be represented at this meeting; we believe action should be taken by our members at this time.

In the meantime, country grain dealers should be very careful about making interstate shipments of corn that are liable to become heated in transit as such shipments are liable to confiscation by the Government and the shipper liable to a fine.

Support the Ass'n.—To grain dealers, who are not members of this Ass'n and who are not contributing to its support, I say: Do you not feel that you are deriving direct benefit from and thru the work of the Ass'n and are under moral obligations to give the Ass'n your moral and financial support? Join with us, we want you, realizing that in union there is strength.

The report was referred to the Com'tee on Resolutions.

W. C. Goffe of the Board of Trade read a paper on "Our Sampling Department," from which we take the following:

SAMPLING AT KANSAS CITY.

One of the first objections to a Board of Trade inspection department would be that, no matter how efficient and correct it might be, there would still prevail in the minds of some dealers and patrons of the market generally a feeling of suspicion that such a department might be utilized more in the interests of local people than the outsider. I do not believe such a suspicion would be well grounded. With reference to the matter of weights, Kansas City today is held up as an example in the matter of correct weights, with an efficient system. The point I wish to bring out is this, that what the Board of Trade attempts to do it generally does well.

The Sampling Department of the Board of Trade is filling a want that has never heretofore been satisfied, and especially at this time, in view of the recent rulings of Dr. Wiley in connection with deteriorated and out-of-condition grain, it becomes a very great question as to whether in the future any inspection department, official or otherwise, is of value. If these rulings stand, it would appear as though the grain business more than ever would be done upon a sample basis, and if such is the case the accuracy and the efficiency of sampling departments, wherever located, must be the most efficient and best that can be obtained, and it would naturally therefore come back to the exchange, or Board of Trade, to see to it that this important department were managed correctly.

The Board of Trade Sampling Department was organized in June, 1906, with three employees. It was used only in a limited way to check up occasional samples, but more largely in the matter of having samples passed upon by the official sampler where sales were made out of this market by sample. Since the beginning of this crop season, when difficulties arose with the Kansas Inspection Department, it has become of very great use, and so far as I know it is efficiently handled. It is in charge of W. J. Graham, a recognized expert in the grades of grain. The present committee in charge of it, F. E. Essex, Chm., J. L. Root and W. G. Hazeltine. About three-fourths of the grain which is sold out of this market is sold by official sample and there has been no complaint that I know of.

Men Employed in Sampling Department.—Chief sampler; six assistant samplers; one clerk (in office); one man for moisture testing.

Our system of doing our work is, each trading day at 12:40 p. m. each sampler is on trading floor with order blanks taking orders from the different grain firms. At 1:30 p. m. they leave this office for the different yards to get samples.

The samples are drawn from several parts of car and poured from grain trier into sample sacks, which are large, holding about two pounds of wheat. Samples are brought to the office each evening.

The late afternoon orders and early morning orders are obtained in the morning, brought into office, and delivered in time for market.

All wheat is tested in office. Ticket is

put in each sample, giving car number, initial, kind of grain, location, test and remarks.

Until about the present time this department has not been self-sustaining.

A very important feature of improvement is to be noticed in the very small number of readjustments of grain that has been sold by sample upon arrival at the elevator or mill. This as compared with the condition that previously prevailed heretofore, whereby calls for reinspection were almost daily occurrences.

The trouble with the previous condition, in the minds of most receivers here, was that cars apparently were not properly sampled at the time of the inspection, either thru carelessness, or hurry, or from whatever cause.

In talking with a number of receivers here, we find that there has been practically no complaint; whereas, when everything was officially inspected and adjustment and readjustment in the minds of different parties ranged all the way from 2 up to 20%. These are only approximate estimates, however, but you gentlemen in attendance at this convention ought to be pretty good judges of that. Needless to say, it is a vast improvement, and while perhaps not perfect, it is filling the bill.

Moisture Testing.—A great deal of corn has come to the market this season and with the changed conditions in regard to grading of grain, especially the gluten test on wheat and the moisture test on corn, in this later field, the sampling department has arisen to the occasion, and there are now two moisture testing machines; one of six compartments and one of four. These have been worked overtime on account of the high percentage of moisture prevailing in corn, and the moisture tests have lately averaged over 55 cars a day.

F. W. Eva, Chief Inspector of Minnesota, explained that little of the winter wheat received in Minnesota terminals was docked for foreign matter retained and none of it contained much. No shipments are docked because of broken grains.

W. D. Washer, Atchison, asked how the percentage of gluten in Kansas wheat compared with the hard spring wheat.

Secy. Smiley asked what was done with wheat screenings and what was its value.

M. B. McNair: We get about 70 cts. for our screenings shipped here. It probably is shipped out as choice milling wheat. [Laughter.] I believe the breaking of wheat in the threshing machines can be reduced by greater care on the part of the threshermen. We are getting more screenings this year than ever before. We can not make flour of it and should not be expected to pay wheat prices for it. The farmer is to blame. He should stand the dockage. I believe the wheat could be properly docked only in an office equipped with proper appliances.

Prof. Fitz, of Manhattan: The Kansas state law forbids the mixing of wheat screenings in bran without so branding it. If the dockage system were adopted in Kansas and you shipped your wheat to Missouri, you might not get as much for wheat placed in a lower grade because of the foreign matter contained, as if marketed in Kansas and it were graded No. 2 with dockage.

E. P. Hubbard, Juniata, Nebr.: Two years ago our wheat contained an unusual amount of weed seeds. Cars shipped to Minneapolis graded No. 2 and were docked one to one and one half pounds per bushel. Cars of the same wheat shipped to Kansas City were graded No. 3 and I lost one cent. Thereafter I cleaned my wheat and shipped it to Minneapolis. I sold the screenings at home. I know some dealers sprinkle the bottom of their cars with screenings, but thank God I have not got that low.

B. F. Blaker, Pleasant: I think it will make no difference whether you have dockage or not, you can not expect to sell screenings at the price of wheat. You should have a good cleaner and take

out the foreign matter before you ship the grain.

N. W. Cardwell, Topeka: I think shippers should have the broken corn or foreign matter for which the millers wish to dock us. Recently I sold a car of wheat to a miller, who docked it 1,000 lbs. I asked for the foreign matter taken out and sold it for 65 cts. per bushel. If we attempt to dock the farmers they will kick us out. I think we have enough opportunities for sculduggery in the grain trade now, let us not introduce others.

F. A. Derby, Sabetha, read a paper on "The Future of the Grain Trade," which will be published later.

Prof. Fitz: There is no reason why we should not evolve a practical inspection system fair and satisfactory to all interested before the legislature again convenes. I believe we should appoint no one as an inspector who can not pass a rigid examination. I believe our inspectors should have a longer term in office and all be subject to civil service rules. Let us have the best inspection dept. obtainable.

D. R. Gordon, Chief Inspector of Kansas: It is a hard matter to satisfy both sides, and the shipper is often forced by competition to grade his purchases higher than he knows he should. He hopes we will grade it up and help him out. I think our troubles will iron out all right. I agree with Prof. Fitz and will gladly help you to the best inspection obtainable. If you are going to have office inspection alright. In order to get a fair sample you must have as competent a man as we have for inspectors. What do you gain by carrying the sample to an office to grade it? Tough or damp grain will change in character while being taken to the office. Under the present law we could not inspect in office. I believe the proper dockage could not be accurately determined at the car. I am simply trying to carry out the law as I find it. I thank you for the courtesy shown me.

Secy. Smiley: I kind of like Mr. Gordon and I think both sides should take down some of the chips. I think if we get together and work together until the next legislature we can work in some of Prof. Fitz's excellent suggestions.

Pres. Brown: We are glad to have had this discussion and pleased it has had such a happy termination. I am sorry for any man who loses a good reputation in two weeks, but some other man might have lost his in a day. We will now adjourn to 9:30 Thursday.

THE BANQUET.

About 350 ladies and grain dealers disguised as white caps sat down to a splendid tenderloin steak dinner in the Coates House Wednesday evening at 7:00 o'clock.

While the diners were absorbed with their salad J. N. Russell, disguised as Sec'y E. D. Bigelow of the Board of Trade, demanded attention and delivered an encomium on the Kansas Ass'n and Sec'y Smiley.

B. C. Christopher, Jr., disguised as Sec'y Smiley, took exception to several of "Mr. Bigelow's" remarks.

The heated argument which followed resulted in both being removed from the hall amid much commotion and laughter.

As soon as cigars were lighted and the guests had moved their chairs in front of the temporary stage, the Kansas City receivers presented two laughable farces—takeoffs on the trade, which were enjoyed by all.

Following is the cast:

A ONE ACT TRAGEDY, ENTITLED A LOAD OF WHEAT, OR GRAIN TRADE HARMONY.

This production is presented by a company of STARS selected from the prize teams from the Orpheum, Gayety and Century Theatres.

Scene: Grain office of the Dinkeyville Grain Co., Dinkeyville, Kan.

CAST OF CHARACTERS:

(Characters will appear in the order as here given.)

O. I. Dockum (Peaceful Grain Dealer)
.....Chas. T. Neal
H. I. Price (Peaceful Grain Dealer).....
.....W. J. Mensendieck
A. Scooper (Peaceful Grain Dealer).....
.....E. O. Moffatt
B. A. Knocker (K. C. Grain Solicitor).
.....Jas. N. Russell
(Representing Shortwaite & Co., Kansas City.)
O. B. Tuff (K. C. Grain Solicitor).....
.....W. C. Goffe
(Representing Cheatum & Co.)
O. U. New (K. C. Grain Solicitor).....
.....Allen Logan
(Representing Skinner & Co.)
C. Melandum (K. C. Grain Solicitor).....
.....W. G. Haseltine
(Representing A. Mutt & Co.)
N. O. Good (K. C. Grain Solicitor).....
.....Thos. R. Smith
(Representing Soakum & Co.)
Olaf Olafson (Kansas Farmer).....
.....Wm. Murphy
Secretary Smiley.....Campbell Christopher
Town Marshal.....F. E. Essex

This production is in charge of the following:

Advance Agent.....B. C. Christopher
Stage Director.....E. W. Shields
Business Agent.....H. F. Hall
Box Office.....Paul Uhlman
Musical Director.....A. C. Davis
Prompter.....E. D. Fisher
Property Man.....S. C. Woodson
Head Usher.....H. Vanderslice
First Assistant.....A. L. Ernst
Second Assistant.....R. J. Thresher
(Costumes designed by John Kelley.)

Note.—For further bookings of this company apply to the business agent.

Note.—Columbus Buggy Co. wagon used exclusively in this production.

A brief intermission is necessary here. The doors will be locked so no one can go out for a drink, stale eggs, cabbages or tin cans. Throwing these (not the drink) at the Actorines not only interferes with the play but "gums the stage."

PIT FROLICS, OR A DULL DAY ON CHANGE.

O. U. Bull.....G. A. Moore
L. M. Bearish.....Harold Spencer
Jim Piker.....W. G. Dilts
C. A. Dodger.....G. W. Hinsen
J. Scalpurn.....T. R. Smith
Hi. Yapper.....R. Y. Smith
Bill Hedger.....Wm. Murphy
Tom Spreader.....Paul Matthews
During the session the monotony will be relieved by the following specialties:
Swede Story.....Wm. Murphy
Buck and Wing Dance.....
.....Tom and Bob Smith
Barber Shop Minors and "Near" Harmony
by the Board of Trade Quintette—
G. A. Moore,
Harold Spencer,
W. G. Dilts,
G. W. Hinsen,
Paul Matthews.

After the entertainment the guests visited in the commodious halls and office and sang the praises of the entertainment committee, consisting of Chairman Chas. T. Neal, W. C. Goffe, O. A. Severance, J. N. Russell and T. R. Smith, assisted by W. W. Cowen and Wm. Murphy.

THURSDAY MORNING SESSION.

The Thursday morning session was called to order by Pres. Brown at 10:10, altho the attendance at the start was small.

E. P. Hubbard, Juniata, Nebr.: Whatever is to the interest of one dealer is to the interest of another, whether he be an independent, a line company agent or a manager of a farmers' elevator. We are all after a profit and are fully entitled to it.

I believe competitors should have that confidence in one another which should let us rest easy when he tells us what he is going to go. Each buyer would like to meet his competitor in the morning with a cordial greeting, and when he told what he proposed to pay for grain and how much he intended to dock a certain kind of grain, he would not expect him to do otherwise.

One of the curses of the trade and the community afflicted is the dealer who gets it into his head that he is entitled to all the grain and proposes to get it. He makes trouble for everyone interested, himself included.

No man can stay in the grain business at a country station two years without some people calling him a thief, but still we shud do what we think is right.

We have all kinds of farmers to deal with. Some will not ask you what you are paying for wheat today until you pass out the scale ticket, others will tie their load down town and get everyone's bid before tendering the load.

While we may wish to buy many of the receivers often they know better what is best to do with our grain than we do.

C. W. Lonsdale in telling of the visit of receivers to Washington to confer with Dr. Wiley and his assistants said he is a big man, physically and in popularity. The Buro of Chemistry maintains that grain must be billed correctly. Hard wheat which contains soft wheat can only be billed as mixed wheat.

If the Missouri inspection dept. grades wheat No. 2 Red when it contains 12 per cent white wheat it will be confiscated because of misbranding.

Dr. Wiley takes the position that if corn is consigned across state lines and it arrives black and heating it will be confiscated if offered for anything but distilling purposes, regardless of its condition when loaded. The shipper will be the loser, not the receiver. I asked him what Iowa could do with one-third of its corn of the normal crop, which could not be expected to arrive at tidewater in good condition. He maintains that Iowa must consume that poor corn within its own confines. If shipped across state lines it may be confiscated. You need to exercise care in billing, in branding your shipments.

It is said that 80% of the oats consumed in the Atlantic coast states are sulphured and few of the consumers know they are buying sulphured oats. He calls that misbranding. However, he would still confiscate it as adulterated.

Barley mixed oats can only be shipped as such.

Mr. Lonsdale gave way to Gov. Woodrow Wilson of New Jersey, who gave his view of the difference between progressives and standpatters; the man awake in action and the man asleep.

Mr. Lonsdale continuing, said: If all our shipments were branded "for distilling purposes" it would depreciate the value of the grain.

If the shipper starts No. 3 corn to market and it spoils, Dr. Wiley may confiscate it, but he will not prosecute the shipper if he can prove it was all right when he loaded it. We had a car of corn recently which was shipped as No. 3, but it sold here for 20 cts. per bushel. A shipper will find some safety in branding his shipments as grain, wheat, corn or oats. He must avoid branding by grade.

I think we will soon be doing business by sample. When I returned from Washington and before I had my overcoat off I instructed our boys not to bill out any

shipments by grade, but only by kind of grain.

We had a car of wheat in yesterday which the Missouri department inspected as No. 3 red. The buyer refused it because it contained 25 bus. of corn. The dept. refused to change the grade. If called to the attention of Dr. Wiley, no doubt it would have been confiscated.

Until I visited Dr. Wiley I was against federal inspection; I returned believing it the only thing. The Standardization Buro and the Buro of Chemistry are both under the Dept. of Agri., so it would be incumbent upon them to work together, and if they did not agree they would be the laughing stock of the country.

We must expect trouble when we ship to tricksters on a falling market.

W. A. McGowan, Com'l Agt. of the Nickel Plate R. R., gave a very interesting account of a visit to the Panama Canal.

Adjourned to 2 p. m.

THURSDAY AFTERNOON Session.

The last session was called to order at 2:20 by Pres. Brown.

The Arbitration Com'ite reported 9 cases presented to it during the year as follows:

Brown Grn. Co. vs. Corn Belt Grn. Co., \$218.75. Decision for plaintiff.
Bennett Com'isn Co. vs. J. Jacobson, \$135. Decision for defendant.
Harvey Reed vs. Kemper Grn. Co., \$104. Dismissed because of lack of evidence.
M. W. Cardwell vs. Bennett Com'isn Co., \$10.56. Defendant settled.
Five cases are still under advisement.
C. A. Smith, Chairman.

The Com'ite on Best Paper on Awards selected F. A. Derby, Sabetha, F. W. Gaunt, Alton, and B. F. Blaker, Pleasanton, as the com'ite to award the prizes offered by the Strong Grain Co.

Sec'y Smiley read his financial statement, which follows:

FINANCIAL STATEMENT.

RECEIPTS.

Balance January 1st, 1911.....	\$ 640.51
Received from membership fees.....	300.00
Received for dues.....	\$4,229.50
Less exchange.....	23.80
	4,205.70
Advertising and directories.....	298.70
	\$5,444.91

DISBURSEMENTS.

Rent	\$ 177.50
Telephone	88.20
Postage	264.45
Office supplies.....	66.10
Printing	384.88
Officers' expenses	108.00
Attorney fees.....	85.00
Miscellaneous including telegraph, taxes, etc.,	41.92
Stenographer's salary.....	524.50
Secretary's traveling expenses.....	459.15
Secretary's salary.....	3,000.00
	\$5,199.70
Balance Jan. 1st, 1912.....	245.21
	\$5,444.91

E. P. Hubbard, chairman of the Auditing Com'ite, reported the expenditures by months.

H. Work, chairman of the Com'ite on Resolutions, presented the following resolutions, which were adopted:

RESOLUTIONS.

NEW INSPECTION RULES.

Whereas, The present Grain Inspection Laws and Rules in our State are very unsatisfactory to producer, grain dealer and miller alike; therefore be it

RESOLVED, That the Kansas City Board of Trade, the Southern Kansas Millers Club, and Kansas Agricultural College each be requested to appoint a committee of 3, to work with a like committee from this Ass'n, in a united effort to thrash out a set of Inspection Rules that will be equitable and fair to all parties, and that our President, at this meeting appoint such committee of three from this Ass'n to be-

gin such work; that the actual expenses of such committee be paid by this Ass'n, so that their work may be thoro and extensive; and further, if such Kansas committee finds it necessary that present laws be amended, or new laws be made to accomplish this result, it be taken up by them jointly and earnestly at the next meeting of our State Legislature.

HELP INCREASE YIELD OF WHEAT AND CORN.

Whereas, All grain dealers are vitally interested in bringing about an increased yield of Wheat and Corn at their respective stations in Kansas, therefore, be it

RESOLVED, That we endeavor to follow out the suggestions of Prof. J. H. Miller, of the Kansas State Agricultural College, in his address to us; that we get behind a state-wide movement for an increased yield per acre, lending our financial as well as moral support to that end.

Also, that the individual dealers at the different stations offer substantial prizes of some sort to the farmers and farmer-boys who will produce the highest yield at the lowest relative expense upon such small tract as each such dealer may determine.

Also, that a copy of this resolution be sent to Prof. Miller, as an evidence of our appreciation of his efforts, and to show him that the live, active, energetic grain dealers of the great State of Kansas are with him heart and soul in his work.

SORROW FOR EX-PRES. COX.

Whereas, In the Providence of God, our friend and brother, R. E. Cox, has been removed to that bourne from which no man ever returns, and

Whereas, At this our first annual meeting thereafter, we miss his pleasant smile, kindly voice and hearty hand-shake, as well as his untiring efforts for the good of this Association; therefore, be it

RESOLVED, That we his friends and associates do hereby express our deep-felt sorrow at his early decease, and extend our sincere sympathy to the bereaved relatives, to whom our Secretary is instructed to send a copy of this resolution.

THANKS TO K. C. BOARD OF TRADE.

Whereas, The members and friends of this Association have been so royally entertained by the Kansas City Board of Trade during our stay in Kansas City at this Annual Meeting, therefore be it

RESOLVED, That a vote of thanks and appreciation of the entire Kansas Grain Dealers Ass'n be and is hereby extended to the members of the Kansas City Board of Trade, and that a record of the same be spread upon the minutes of this meeting, and a copy of this resolution be handed to the Secretary of the Kansas City Board of Trade.

ARBITRATION RULES.

Whereas, Rule 4, of our Arbitration Rules, leaves a matter of great importance to the discretion of our Secretary, which the present incumbent prefers not to assume, therefore be it

RESOLVED, That the first part of said Rule should be made to read as follows: "When the Secretary receives a statement in writing of such grievance, he shall within 10 days notify the opposite party, etc., and that the words "and he considers it a proper case to refer to the Committee on Arbitration," be stricken therefrom, so that it shall not remain discretionary with him, but that such action shall be obligatory upon him in his official duties.

Whereas, Rule 8 of our Arbitration Rules does not seem to be perfectly clear upon the point, and leaves thereby more or less room for controversy, therefore be it

RESOLVED, That the first part of this Rule shall be made to read as follows: "If either party to a case submitted for Arbitration desires to present the matter to the Committee in person or by representative, he may do so by paying whatever amount, in addition to the amount provided in section 4 to be paid, shall be necessary to cover the additional expense of the Committee, if any, of such personal hearing, and that the party making such request shall pay such additional expenses out of his own pocket, regardless of the award, unless it is mutually agreed between the parties in controversy that such additional expenses shall be divided between them.

DELEGATES TO ST. LOUIS CONFERENCE.

RESOLVED, That in consideration of the interpretation of the Pure Food & Drugs Act by Dr. H. W. Wiley of the Bureau of Chemistry of the United States Department of Agriculture, which under certain stipulated conditions renders the shipment of grain in inter-state commerce extremely hazardous, according to the rulings of the Department, as outlined in the Report of

the Secretary, that this Convention delegate E. J. Smiley and Prof. Fitz of the Kansas State Agricultural College, to attend that Convention or conference of Producers, Consumers and Grain Handlers to be held in St. Louis, Feb. 23rd, 1912, under the auspices of the Grain Dealers National Ass'n; and that the expenses of such trip be borne by this Ass'n.

TOO MUCH PLEASURE.

Whereas, It is the custom of our Association to have an annual business meeting for the transaction of important business and the regular election of officers for the ensuing year; therefore be it

RESOLVED, That at all such future meetings, no member of this Ass'n accept any invitation for business or pleasure or outside entertainment, which will in any wise interfere with their presence at each session; that each evening, and the last afternoon, be set apart for pleasure and entertainment; and that the President, the Secretary, and all members be in attendance at each session, strictly at the appointed time; and further, that a copy of this resolution be sent to the Secretary of the Kansas City Board of Trade.

A resolution recommending that individual members support the National Ass'n was adopted and twenty dealers stood up expressing their desire to affiliate with the National Ass'n.

A resolution confining the names to be published in the ass'n's list to members was tabled.

A vote of thanks was tendered the speakers for their able and instructive addresses.

A resolution against the proposed parcels post was laid on the table.

J. Jacobson, Formosa: I move that we oppose all dockage on grain.

E. P. Hubbard moved to amend so as to oppose all dockage unless office inspection is established.

Sec'y Smiley: If the dockage system is adopted and wheat is docked for broken grains and foreign matter, I think the seller should be paid for the dockage.

Mr. Hubbard's amendment was lost and Mr. Jacobson's motion was carried.

The election of officers resulted in the selection of W. C. Brown of Beloit as President.

Vice-Pres.—A. H. Bennett, Topeka.

Sec'y-Treas.—E. J. Smiley, Topeka.

Directors: S. J. Thompson, Holton, 1st district; F. W. Gauntt, Alton, 2d district; O. C. O'Conner, Hartford, 3rd district; Edward M. Kelly, Wichita, 4th district; E. Bossemeyer, Jr., Superior, Nebr., and E. P. Hubbard, Juniata, Nebr.

Adjourned *sine die*.

CONVENTION NOTES.

Des Moines sent M. McFarlin and Max Patton.

The awful, parching drouth in Kansas helped to swell the attendance.

Colorado shippers in attendance were G. W. Bandt, Burlington, and O. L. Mitton, Wray.

Chief Inspectors in attendance: F. W. Eva of Minnesota and D. R. Gorden of Kansas.

The Grain Dealers Fire Ins. Co. was represented by C. R. McCotter, W. M. Sloan and F. S. Rexford.

Topeka sent A. H. Bennett, J. H. Dougan, E. M. Jolley, M. W. Cardwell, C. W. Hoyt and J. B. Duffy.

Chicago sent Board of Trade Weighmaster H. A. Foss, Scale Inspector J. A. Schmitz and P. S. Goodman.

Identification badges were distributed with the compliments of the Grain Dealers National Fire Ins. Co., and the Bennett Com'is'n Co.

From Texas were G. J. Gibbs, Sec'y of the Texas Grain Dealers Ass'n; E. G. Rall, Ft. Worth; G. G. Kemp and G. B. R. Smith, Sherman.

Atchison sent one receiver—W. S. Washer of the W. D. Washer Grn. Co.

The Kansas City receivers and the traveling men gave generously of their time and money to the entertainment of the visitors at all hours of the day and night.

Every Kansas dealer was chuck full of optimism *all the time*, and if half their plans materialize the state will have a hundred new elevators under way by June 1.

From Wichita were E. F. Beyer, Edward Kelly, Clark Burg, E. M. Elkin, J. A. Woodside, F. C. Dymock, W. F. McCullough, F. Goeffroy, C. A. Wallingford, P. J. Mullin and H. F. Probst.

LATEST advices from Dinkeyville are to the effect that O. I. Dockum has succeeded Rube Wayback with the Shuberts, so that henceforth the Dinkeyville market will be peaceable and fewer "sueveeners" will be needed by travelers making that territory.

Builders and machinery men included O. J. Lehrack, R. M. Van Ness; F. E. Dorsey, repte. The S. Howes Co.; F. J. Murphy, repte. the Invincible Grain Cleaner Co.; and S. J. McTiernan, repte. Huntley Mfg. Co.; W. P. Buchan, repte. the Richardson Scale Co.; Ben P. Ordway and A. T. Murphy.

OKLAHOMA sent W. M. Handels, Enid; C. F. Prouty, Oklahoma City, Pres. and Sec'y respectively of the Okla. Grn. Dirs. Ass'n; J. S. Hutchins, Ponca City; D. R. Kolp, Oklahoma City; C. J. Stuart, Adair; L. D. Gaunt, Cushing; G. L. Thompson, Capron, and J. W. McSpadden, Tallequah; L. O. Street, Woodward.

MISSOURI shippers were more numerous than ever. Their number included J. C. Peterson, Ravenswood; Harvey Reed, Drexel; H. Musselman, Jamesport; F. V. Bruce, Dearborn, repte. Rothenbary Co.; and J. N. Daily, St. Joseph; M. J. Young, Clinton; R. H. C. E. and V. Hickman, Princeton; J. O. McClintock, Fairfax; H. B. Owen, Mervin.

SOOVEENERS: Besides those distributed at Dinkeyville a Geo. Washington hatchet was given out on the 22d by the Journal; a key ring and purse and a watch fob by Hinds & Lint Grain Co.; pencils by H. G. Cherry; fake cigarettes by D. L. Croysdale; a-touching him by J. L. Root; a new elevator by the Journal, and a white cap by the Board of Trade.

NEBRASKA sent A. G. Burruss, Belvidere; T. M. Buckridge, Brock; H. W. Ellermeier, Plymouth; F. E. Hale, Diller; L. A. King, Odell; W. Townsend, Barnston; E. A. Twidale, Hastings; S. E. Pecht, Franklin; E. P. Hubbard, Juniata; N. F. Lilliedoll, Nora; L. W. Frost, repte. McCaull-Dinsmore Co., Omaha; C. J. Aller, Crete; E. J. Bohling, Sedan; C. F. Ernst, Johnston; E. H. Ground, Prosser; J. A. Harvey, Liberty; L. B. Koenig, Harbine; O. Morritz, Prosser; A. Maust, Falls City; A. J. McLain, Sprague; C. A. Starbuck, Hebron; H. W. Town, Belvidere; J. B. Luver, Adams.

LADIES: Among the out of town ladies in attendance were Mesdames Smiley, Topeka; E. P. Hubbard, Juniata, Nebr.; H. B. Ragan, McLouth; C. C. Ragan, Nortonville; J. H. Dougan, Topeka; W. O. Woods, Liberal; F. A. Derby, Sabetha; E. M. Blue, Protection; E. Johnson, Everest; C. E. Vining, Mahaska; W. C. Evans, Schroyer; A. Wangerien, Vining; T. C. Rogers, Beloit;

F. W. Gaunt, Alton; J. E. Robinson, Potter; F. E. Wilson, Osage City; F. B. Bonebrake, Osage City; W. W. Smith, Hollywood; J. E. Andrews, Carden; Fred K. Barrett, Winifred; M. W. Cardwell, Topeka; H. B. Dougan, Perry; C. E. Sheldon, Everest; Geo. Harper, Silver Lake; C. W. Hoyt, Topeka; R. E. Harrington, Baker; E. C. Waldo, Ellis; J. B. Hupp, Wichita; D. C. Kolp, Oklahoma City, Okla.; and Misses May Sheldon, Everest, and Sadie Wolbach, Sylvan Grove.

In attendance from Kansas were as follows: J. E. Andrews, Carden; F. L. Albertson, Zenith.

F. D. Bonebrake, Osage City; B. F. Blaker, Pleasanton; J. W. Berry, Scandia; R. A. Braik, Erie; J. W. Bradley, Rossville; E. M. Blue, Protection; A. E. Barkemeyer, Sedgwick; J. M. Black, Lebo; Geo. Bowman, Logan; P. N. Blauer, Irving; C. F. Blauer, Speed; F. K. Barrett, Winfield.

J. J. Comer, Willis; J. Cormerais, Hutchinson; V. F. Chandler, Kerwin; Geo. Craven, Summerfield; C. C. Conner, Circleville; R. W. Conner, Solder; D. S. Coleman, Oneida; D. Coleman, Denison; M. Chamberlain, Beverly; H. M. Clark, Greta; E. B. Cool, Fowler; J. O. Dougan, Harveyville; H. B. Dougan, Perry; J. M. Decker, Concordia; F. A. Derby, Sabetha.

W. C. Evans, Schroyer.

S. Frey, Sylvan Grove; L. A. Fitz, Manhattan.

J. Griffiths, Baileyville; S. W. Grubb, Scandia; F. W. Gaunt, Alton; C. A. Geiger, Robinson.

W. F. Hinerman, Brookville; J. C. Haines, Augusta; H. F. Hess, Drenner; R. E. Harrington, Baker; C. O. Hugos, Norway; W. I. Hammel, Moran; J. Holmer, Lewis; B. Harmett, Palmer; H. E. Herries, Valley Falls; Geo. B. Harper, Silver Lake; J. E. Hughes, Culver; J. D. Infield, Wellington; J. Jacobson, Formosa; E. Johnson, Everest; J. H. Strahm, Berwick; J. J. Jackson, Oberlin.

J. J. Kuhlman, Bonita; W. C. Kiely, Wheaton; C. A. Kalbfleish, Harlan; H. J. Koull, Glen Elder; J. H. Kinnear, Powhattan; J. M. Kious, Norcat.

J. A. Lyons, Langdon; D. C. Layne, Asherville; J. G. Maxwell, McPherson; D. W. Mowery, Gardner; G. G. Mowery, Raymond; J. B. McClure, Fowler; F. Mosher, Rexford; J. McManis, Goffs; H. Marshall, Coldwater; P. D. Miller, Russell; F. Montgomery, Stockton; J. S. Null, Spring Hill; Gus Oswald, Durham; J. W. O'Connor, Hartford.

W. C. Peterson, Reserve; A. J. Plush, Penalosa; Ralph Rimey, Ford; L. M. Pratt, Wetmore; C. L. Parker, Sabetha; J. W. Pinkerton, Clay Center; C. F. Randell, Lewis; H. B. Ragan, McSouth; C. C. Ragan, Nortonville; R. T. Ray, Herrington; J. B. Ruthrock, Huntley.

Val Stuckey, Plainville; C. A. Smith, Wellsville; John Self, Harbine; A. Sien, Greenville; W. W. Smith, Hollywood; W. E. Smith, Effingham; C. E. Sheldon, Horton; W. T. Shute, Powhattan; C. C. Smith and B. Strong, Conway Springs.

S. P. Taylor, Onaga; S. J. Thompson, Holton; J. F. Tombs, Wellsville; M. H. Taylor, Hewins; G. E. Vining, Mahaska; E. M. Veach, Coldwater; J. B. Vosburg, Lewis.

A. L. Williamson, Clay Center; H. Work, Ellsworth; W. O. Woods, Liberal; B. F. Whitehurst, Hutchinson; R. E. Weaver,

Simpson; A. Woolridge, Brown Springs; L. J. Woodhouse, Lancaster; A. Wangerien, Vining; J. J. Wilson, Moran; F. E. Wilson, Osage City; W. S. Yundt, Arlington.

MARKETS FOR SAMPLE Grain on Track.

The demand for cash wheat and corn has been slow the past week and the markets have been practically without feature, the most interesting development having been the increase in the discount on No. 4 corn compared with the May future.

The discount on No. 4 yellow corn during January ruled at 5 cents under May; Feb. 10 it sold around 63c by sample on track at Chicago, against 68½ for May. By Feb. 24 the discount had widened to 8c or more, the No. 4 yellow selling at 60c, against 68½ for May. This condition is even more apparent at Kansas City, where under the heavy demand for Texas shipment No. 4 yellow sold early in January at only 2 cents under May. Now, on Feb. 24, Kansas City quotes No. 4 yellow 60½c, and May 69½, a discount of 9c. At Baltimore the discounts are not so sharp, steamer mixed corn selling on spot 67c, against 70c for March delivery, Feb. 24.

Track wheat at Chicago continues at a good premium over the in store lots, selling Feb. 24 at ½c under May for No. 2 red winter, against 1c discount two weeks ago.

Minneapolis on Feb. 24 quoted No. 3 spring wheat delivered on track at close to \$1.01; against \$1.05 for May, a fractional increase in the discount compared with Feb. 10. At Kansas City on the contrary the No. 2 hard winter on track has been stronger than the May future. The same is true at Baltimore, where steamer No. 2 red western lost only ½ cent during the past two weeks, against 2 cents for the May delivery, the close Feb. 24 being 96¼ for the spot and \$1.02¼ for the future.

Receipts of wheat at the leading primary markets in the 34 weeks prior to Feb. 19, as compiled by the *Cincinnati Price Current*, aggregated 183,683,000 bus., compared with 179,488,000 bus. received in the corresponding period of the preceding season.

Reports from 44 states to the U. S. Dept. of Agriculture show that the number of meetings of the Farmers Institutes in 1911 was 15,532, with an aggregate attendance of 1,904,676. This indicates a falling off in sessions of 41 and in attendance of 321,709, compared with 1910.

Daily Closing Prices.

The closing prices of wheat and corn for May delivery at the following markets during the past two weeks has been as follows:

MAY WHEAT.												
	Feb. 10.	Feb. 13.	Feb. 14.	Feb. 15.	Feb. 16.	Feb. 17.	Feb. 19.	Feb. 20.	Feb. 21.	Feb. 23.	Feb. 24.	
Chicago	103½	101½	102½	101½	101½	100½	100½	99½	100	100½	100½	
Minneapolis	106½	104½	105½	104½	104½	103½	104½	103½	104½	105½	105	
Duluth	105½	103½	104½	103½	103½	103½	103½	103½	104	104½	104½	
St. Louis	100½	99½	100	99½	99½	98½	98½	98½	99	99½	99½	
Kansas City	102½	100½	101	100½	100	99½	99½	99½	99	99½	99½	
Milwaukee	102½	101	101½	100½	100½	99½	99½	99	99½	100	99½	
Toledo	103½	102½	102½	102	101½	100½	100½	100½	100½	100½	100½	
New York	107½	106½	106½	105½	105½	104½	104½	104	104	104½	100½	
Baltimore	104½	103½	103½	103½	102½	102½	101½	101½	101½	102½	102½	
Winnipeg	102½	101½	101½	101½	101½	101½	100½	100½	100½	100½	100	
Liverpool	109	107½	107½	108	107	106½	106½	106½	106½	105½	106	
†Budapest	131½	131	131½	130½	130½	130½	130½	130½	130½	130½	130	
MAY CORN.												
Chicago	68½	68½	68½	68½	68½	67½	67½	67½	67½	68½	68½	
*Baltimore	70½	70½	70½	70½	70½	69½	69½	69½	69½	69½	70½	
Kansas City	69½	69	69½	69½	69	68½	68	68	68½	69½	69½	
St. Louis	69½	69½	69½	69½	69½	69½	68½	68½	69½	70½	70½	
*Liverpool	82	81½	81½	82½	81½	81½	80½	80½	80½	79½	79½	

†April Delivery. *March Delivery.

Seeds

The North Wisconsin Seed Co. has been incorporated at Eau Claire, Wis., with \$15,000 capital stock; incorporators, T. B. Keath, A. J. Keath and Ben F. Faast.

Peoria received no seeds in January, but shipped 30,000 lbs., against 90,000 lbs. received and 270,000 shipped in January last year.—John R. Lofgren, sec'y Board of Trade.

The germination test for seed corn is well described and illustrated in a 4-page leaflet, Bulletin No. 3, distributed Feb. 12 by Nebraska Agricultural Exp. Sta., Lincoln, Neb.

Duluth received 690,770 bus. of flaxseed and shipped 651,922 bus. during January, compared with 64,275 bus. received and 55,443 bus. shipped in January, 1911.—Chas. E. McDonald, sec'y Board of Trade.

Kraus & Apfelbaum of Columbia City, Ind., will build a seed and wool warehouse on 2½ acres of land recently purchased at Fort Wayne, Ind., moving their offices to that city and making it their headquarters.

The G. D. Sutton Seed Corn Co. of Bloomington, Ill., has made arrangements with a number of farmers in the vicinity of Geneseo, for the planting of seed corn and will open a large branch house at that point.

Minneapolis received 530,790 bus. of flaxseed and shipped 141,710 bus. during January, compared with 237,710 bus. received and 26,210 bus. shipped in January, 1911.—John G. McHugh, sec'y Chamber of Commerce.

T. M. Bomboy, a grain and feed dealer of Berwick, Pa., is charged by Geo. Hutchinson, special agt. of the Pure Food Dept., with having in his possession and selling Quaker Dairy Molasses Feed manufactured by the Quaker Oats Co., not properly marked and tagged in accordance with the Pure Food law requirements.

Free transportation of seed to destitute farmers in Oklahoma has been promised by the Rock Island R. R., which, in conjunction with the Oklahoma City Chamber of Commerce, has made arrangements to secure seed from owners, transport same free to the sections in need of it and take in exchange due bills from the farmers, payable at harvest.

O. A. Talbott Co., grain and seed dealers, will erect an elvtr. at Laclede, Mo.

Years back red clover seed was sown in the months of February and the early part of March, but for the past few years the seed is sown later each year. This year, we presume farmers will sow red clover seed also in the month of April, and trade will extend to the month of May. In Europe, alfalfa clover seed was sown in the Spring, but the custom has changed, it being now sown in the Spring and again in the latter part of Summer.—I. L. Radwaner.

Clover seed is different from any recent year. March will decide its fate. Prices are the highest, but crop is the smallest and stock at Toledo the lightest. Imports have been free past week and will continue for nearly two months. Any further advance in the near future

would increase them. Most of it would not make prime, but it will fill a demand for seeding. Some of the imports will go to Canada. Eastern buyers still inclined to wait, possibly thinking the imports will assist them to buy cheaper. March is the popular month. Nearly all open trades are in it. Very few in February or April. March contracts mean the seller has the privilege of delivering any business day during March that he pleases, but must the last day if he does not before. March long must take it in and pay for it when delivered. March seed is frequently not delivered until late in the month.—C. A. King & Co.

Toledo received during the week ending Feb. 24 520 bags of clover seed and shipped 1,625 bags; compared with 1,945 bags received and 4,415 bags shipped in the corresponding period of 1911. Receipts for the season were 28,139 bags and shipments 21,172; compared with 52,910 bags received and 33,298 bags shipped in the corresponding season of 1911. Alsike receipts were 400 bags for the week and 7,317 bags for the season; compared with 120 bags received in the corresponding week and 8,527 bags in the corresponding season of last year.

At a meeting of the directors of the Canadian Seed Growers Ass'n at Ottawa it was decided that the ass'n will in future recognize only two classes of seed, the "Elite Stock Seed," which is seed that has been produced in a special seed plot in accordance with a definite system, and which has shown itself, after being tested, to be worthy of distribution, and "Registered Seed," which is the succeeding progeny of the "Elite Stock Seed" up to and including the third generation, when such seed has passed the required standards of purity and vitality fixed for registered seed.

Chicago received, during the week ended Feb. 24, 371,700 lbs. of timothy seed, 143,600 of clover seed, 232,500 lbs. of other grass seeds and 24,100 bus. of flaxseed; compared with 379,100 lbs. of timothy seed, 187,100 of clover seed, 449,600 lbs. of other grass seeds and 23,000 bus. of flaxseed received in the corresponding week last year. Shipments for the week ended Feb. 24 included 317,800 lbs. of timothy seed, 142,200 of clover, 390,500 lbs. of other grass seeds and 20,800 bus. of flaxseed; against 571,500 lbs. of timothy seed, 292,300 of clover, 273,100 of other grass seeds and 3,100 bus. of flaxseed shipped in the corresponding week of 1911.

The United States exported seeds to Canada during the year ending March 31, 1911, as follows: Clover and timothy, \$884,688; flax, \$22,086; beet and mangold, \$27,435; carrot, \$3,469; turnip, \$834; garden, field and other seeds for agricultural purposes, \$309,147, making a total of \$1,247,659. Canada's total imports on these seeds during the same period were: Clover and timothy, \$921,938; flax, \$347,072; beet and mangold, \$65,266; carrot, \$8,663; turnip, \$20,065; garden, field and other seeds for agricultural purposes, \$382,524, making a total of \$1,745,528. The United States imported seeds from Canada during the same period as follows: Clover, \$1,169,751; flax, \$3,859,211; grass, \$191,797; all other, \$45,693; making a total of \$5,266,452. During the same period Canada exported to all countries seeds as follows: Clover, \$1,656,857; flax, \$6,144,622; grass, \$213,465; all other, \$46,671; making a total of \$8,061,615.—From the report of Consul Harry A. Conant, Windsor, Ontario.

Will Enforce Pure Seed Law.

North Dakota will enforce its pure seed law this year thru the state seed commissioners and special pains are being taken to inform dealers just what they must do to keep within the limits of the statute.

The law requires that all seeds except garden seeds in packages of one pound or less shall be plainly labeled with the name of the kind and variety of the seed and the full name and address of the person or firm offering the seed for sale. In addition, each sack, bulk or lot must be labeled, since this prevents mistakes and gives protection to both seller and buyer.

Mixed seeds must be labeled with the kind of seeds contained but the amount of each sort in the mixture need not be stated. Uncleaned seeds intended for manufacturing or food purposes need not be labeled, but if offered for sowing purposes must be designated "Uncleaned Seeds," says H. L. Bollev, state seed commissioner.

From the Seed Trade.

Chas. E. Prunty, St. Louis, Mo.: The bluegrass fields in the vicinity of Saint Louis look well, altho the snow was drifted more than usual. The season is not far enough advanced to learn much about timothy and clover. Supplies of timothy, red clover, Kentucky bluegrass and rye grass seem to be fully equal to probable requirements at present dear prices.

Culver City Grain & Coal Co., Culver, Ind.: No clover prospects in this section for coming year. We had a good supply of seed oats but on account of farmers making arrangements to plow up wheat to sow in oats we are obliged to buy and ship 1,600 bus. to supply the extra demand. We believe wheat and clover are cheap at present prices. In a ride from South Bend to Logansport we saw no wheat or clover that would make ¼ of a stand; ground bare.

O. S. Jones Seed Co., Sioux Falls, S. D.: The acreage of alfalfa and all other kinds of small grains will be largely increased this season; but of clover and timothy seed we do not believe there will be very much sown on account of high prices. Our old clover fields and timothy fields were practically all killed by the dry weather last season. We believe this season will be about the average for yields in all kinds of crops, as we had so very much moisture late in the fall and when the land was frozen very little snow was on the ground.

Otto Schwill & Co., Memphis, Tenn.: The demand for all kinds of clover seeds, especially alsike and red clover, has been unusually heavy thruout the South this spring. The Southern farmers are increasing their acreage to a considerable extent on all these items. The demand for alfalfa, however, has been rather limited. Timothy is not sown to any great extent in the Southern country. Notwithstanding the very high price of the seeds, orders are much larger than ever before. The stocks of all seeds are very short, and supplies are being obtained from headquarters. We also notice the demand is for the highest quality, as the Southern farmers realize the importance of using the best, pure seeds. Lespedeza is also being planted to a large acreage, as this plant does exceedingly well in the South, furnishing excellent hay from seed sown the first year. The South is awakening to the necessity of growing its hay and grain crops, and we look for an unusual demand for all seeds for the next month.

IOWA CO-OPERATIVE ELEVATOR Ass'n Meets at Ft. Dodge, Ia.

The annual convention of the Iowa Co-operative Elevator Ass'n was held at Ft. Dodge, Ia., Feb. 14, 16. The attendance was the largest in the history of the ass'n. Hotel accommodations were quite inadequate.

The first and second days were given to the discussion of problems of co-operation and to the election of officers for the ensuing year.

The resignation of Sec'y E. G. Dunn made it necessary to elect a permanent sec'y of the ass'n. Roy MacVicar, of Eagle Grove, was selected for the office. Nine candidates were in the field, and 6 ballots were necessary to obtain a majority.

Pres. B. Hathaway, of Kingsley, and the board of directors were unanimously re-elected to their respective offices.

MANAGERS' MEETING.

The managers held a meeting on Friday for the purpose of organizing, after which an interesting program was given.

D. S. Dick, of Hawarden, was elected temporary chairman and W. J. Green, of Primghar, temporary sec'y. Some confusion in parliamentary law was in evidence, but, finally, on motion the chair appointed managers Lynch, of Green Mountain; Toyne, of Ralston; Thompson, of Badger; Dailey, of Chadwick; and Glamen, of Melvin, as a com'te to draft a resolution as to the advisability of organizing an ass'n of managers.

During the deliberations of this com'te the following program was rendered:

Manager Miller, of Jefferson, spoke on "Simple Forms of Bookkeeping," illustrating and explaining the system which he uses, and going into detail as to its merits and faults. He also emphasized the importance of convenient and accurate methods of bookkeeping. Well-chosen forms for keeping a record of the business saves much valuable time and effort. The best forms are the ones that give the most accurate record in the simplest manner.

Manager Toyne, of Ralston, made a very convincing talk on the use and value of moisture testers in elevators. He gave some of his experiences with the tester, all of which were in favor of its use. He said that in considering the matter of buying a moisture tester we shud not inquire how much it costs, but how *much it is worth*. By taking corn in their hands and feeling of it most managers are able to say what the grade is, but when we have to sell our grain on the basis of moisture tests at the terminal market, we shud better use the moisture tester and be more accurate in grading the grain we receive. Most farmers believe we are honest, but when it comes to accepting a couple of cents discount because we say the corn contains too much moisture, some of them are inclined to think we are either dishonest or slightly incapable. I prefer to use the moisture tester, if not as a means of determining the grade, at least to prove my judgment in the eyes of the farmer. I take him into the office and let him see the water coming out of his corn.

Trying to tell how much moisture is in the corn without a moisture tester is about like trying to determine the amount of butter in milk without a tester. The satisfaction which the moisture tester produces among the farmers' is worth a great deal more than the cost of the machine.

Manager Dailey, of Chatsworth, spoke

on "The Delay in Payment of Railroad Claims" and recommended the advisability of collection thru a central agency.

Manager Ruddy, of Ruthven, talked on "A Purchasing Agency," and by concrete examples showed the advisability of such a plan.

Manager Stock, of Aredale, gave a brief history of the system of crop reporting now in force by the U. S. Dept. of Agri. and pointed out some injuries to the farmer, caused by inaccurate reports.

Manager Mehl, of Garwin, delivered a well-prepared address on "Manager's Obligations to his Company."

In the absence of Manager Hessong, of Newberg, his subject, "Collecting for Car Repairs," was thrown open for general discussion, in which many managers told of their experiences.

The com'te on resolutions recommended that the temporary officers, Mr. Dick, pres., and Mr. Green, sec'y, be made permanent and that a com'te be appointed to draw up a constitution and by-laws to be presented at the next annual meeting. The recommendations were adopted.

Several cities were bidding for the convention in 1913, but the choice lay between Sioux City and Des Moines, the former winning by a vote of 15 to 1.

CONVENTION NOTES.

A. J. Plantz exhibited the Atlas Car Mover.

A 300-lb. automatic scale was on exhibition.

The Richardson Scale Co. was represented by H. R. Miller.

A. J. Mann, of Ernst-Davis Grain Co., was present from Kansas City.

R. D. Corbett exhibited samples of the Sioux City Seed & Nursery Co.

A. Murray Jones, of Chicago, represented the Lehigh Portland Cement Co.

Among those from Omaha were: W. J. Smittle, Middle West Elevator Co.; Geo. Roberts; C. L. Weekes.

D. D. Ellis, Waterloo, Ia., represented Lindsay Bros., Milwaukee, with a big display of Plymouth Twine.

Sioux City was represented by W. E. Holmes and Frank Lake, who distributed "Sioux City Welcome Buttons." The Des Moines Commercial Club gave out large metallic ears of corn, boosting their city for the 1913 convention.

Among those from Chicago were: L. L. Druley, Wm. Christie, of J. H. Dole & Co.; Praeger, of P. H. Griffin & Co.; M. L. Vehon, of M. L. Vehon & Co.; A. J. Moore, L. R. McMillan, of The Albert Dickinson Co.; Jack Brennan, J. A. Adam, of Rosenbaum Bros.

Some of those in attendance were: John Pfund, Jewell; Jesse Thompson, McGrawsville; H. P. Rasmussen, Northwood; D. H. Keith, Goldfield; O. W. Cline, Stratford; F. Jones, Ritter (P. O. Sheldon); A. B. Myhr, Thompson; O. N. Wilkinson, Gaza; A. P. Ruebel, Barnum; Jno. Tjossem, Paullina; D. S. Dick, Hawarden; William Lynch, Green Mountain; W. G. Green, Jefferson; Mgr. Dailey, Chadwick; Mgr. Glaman, Melvin; R. C. Stewartson, Arthur; Mgr. Stock, Aredale; L. G. Booher, Nevada; O. E. Gridley, Chapin; Olaf Aaberg, Callender; E. C. Bergfield, George; Mgr. Mehl, Garwin; George Jeffries, Sloan; R. A. Coleman, Rockwell; A. S. Middleton, Eagle Grove; Ben Hathaway, Kingsley; Roy MacVicar, Eagle Grove; W. J. Ray, Colo; G. W. Toyne, Ralston; Ed Thompson, Badger; T. O. Hocum, Pomeroy; Thomas McManus, Dougherty; Frank Hopley, Thornton; C. G. Messerole, Gowrie; J. E. Mereness, Glidden.

CONFERENCE ON NATURAL Shrinkage.

A year ago when the deduction of so-called "natural shrinkage" from loss claims was being considered by the railroad companies it developed that trustworthy data on which to base the deduction was lacking. Accordingly two sub-com'tes were formed, one of the grain exchanges, headed by W. M. Hopkins, mgr. of the transportation dept. of the Chicago Board of Trade, and one of the railroads headed by F. C. Maegly, A. G. F. A., of the Atchison, Topeka & Santa Fe Railroad, the latter being made chairman of the joint com'te, to collect facts and to report their findings.

After many postponements this conference was held at Chicago Feb. 20, at which were represented the railroads in the Western Freight Ass'n, together with weighmasters, managers of transportation departments of the western Exchanges numbering 14, and the Illinois Grain Dealers Ass'n. The eastern exchanges were not represented, as they are opposed to any deduction for natural shrinkage.

The evidence presented was very voluminous, bearing both on shrinkage between terminal markets and that occurring during a switching movement.

A very much smaller shrinkage than anticipated was shown by the facts presented and considerable difference of opinion developed among those in attendance. The matter will come up before the General Managers Ass'n of the railroads; and it was resolved to make the following recommendations to the traffic managers in regard to the filing of claims for loss in transit of grain in cars:

RESOLVED, Where recognized State, Board of Trade or Grain Exchange weights or duly certified and proven weights are ascertained at point of origin and destination, in the adjustment of claims for loss allowance to be deducted for invisible loss shall be upon wheat, flax-seed, rye, oats, barley, car-loads, one-eighth of one per cent, and on corn car-loads, one quarter of one per cent, where exception is not taken to the condition or protection given to the grain in transit.

Where the car containing grain shows actual leakage or the grain was not under protection then in adjustment of claims no deduction shall be made.

RESOLVED, That we recommend to the various Exchanges, Boards of Trades and grain organizations in presentation of claims against roads operating under this rule, that claims be not presented where the amount involved is less than \$1 per car.

We think a great deal of the Grain Dealers Journal because of its valuable information.—Lorenz Stahl, mgr. The Gretna Elvtr. Co., Gretna, Neb.

Nebraska is making a vigorous seed corn campaign this year. Forty speakers will be required for the five or six trains which the Omaha Commercial Club and the Omaha Grain Exchange are planning to run to every nook and corner of the state. The University of Nebraska will contribute the services of the following members of the faculty: Chancellor Samuel Avery, Dean E. A. Burnett, Professors C. W. Pugsley, F. W. Chase, Erwin Hopt, T. A. Kiesselbach, C. B. Lee and H. J. Gramlich. From the North Platte Experiment station, Director W. P. Snyder and Prof. W. W. Burr. From the experiment station at Lincoln, Arthur Anderson and L. T. Skinner. Among other speakers will be E. P. Brown of Arbor, J. D. Ream of Broken Bow, O. Mull of Alma, S. R. McKelvie and A. E. Nelson of Lincoln, Frank G. Odell, sec'y Nebraska Rural Life Commission, T. F. Sturgess and C. W. Hervey, L. S. Herron and H. A. Bereman.

Grain Trade News

ARKANSAS.

Phoenix, Ariz.—The Arizona Alfalfa Mfg. Co. will rebuild its plant burned last September. Concrete construction will be used to reduce fire risks. Equipment will be installed for the manufacture of alfalfa-grain and alfalfa, molasses feeds.

CALIFORNIA.

San Francisco, Cal.—The Grain Trade Ass'n of the San Francisco Chamber of Commerce now numbers 98 members, each of whom are interested in the grain trade. Hereafter any one wanting to deal in grain on the floor of the exchange must register as a member of the ass'n. It has appointed the following committees for the ensuing year: Grain, W. C. Barnard, R. D. Girvin, E. C. Horst and S. B. McNear; grain appeals, A. J. Ames, Simon Ansbacher, C. R. Splivalo, J. Stern and R. Volmer.

San Pedro, Cal.—The Globe Grain & Mfg. Co. will build four 4,000-ton elevators here in the next six months on the inner harbor on land leased from the Sou. Pac. Co. and will operate a grain steamer and perhaps two from Portland to Los Angeles to supply its mills in southern California with wheat from the Northwest. The Globe Co. holds a 25-year lease on the land and dock. It will build its elevators of steel or concrete and equip them with marine legs. The general plans are drawn from the latest type of grain elevators on the great lakes.

CANADA.

Ernfold, Sask.—The Saskatchewan Co-op. Elevator Co. is building a 40,000-bu. elevator at this point.—J. B. Olson, Waldeck, Sask.

Penticton, B. C.—The recently incorporated Brooks-McKenzie Lbr. Co. will operate grain elevators, flour mills and saw mills; capital stock, \$25,000.

Winnipeg, Man.—The Canada Malting Co. is having an Automatic Hot Journal Alarm System installed in its elevator by the Western Fire Appliance Works.

Toronto, Ont.—The recently incorporated Ontario Elevator Co. will build a 2,000,000-bu. elevator, to cost about \$1,000,000 and be equipped with up-to-date machinery.

Calgary, Alta.—The Canada Malting Co. has let the contract to James Stewart & Co. for construction of a 400,000-bu. concrete elevator here and a malt house to have a daily capacity of 200,000 bus. Work has been started.

Fort William, Ont.—Enlargement of the elevators here of the Grand Trunk Pacific Ry. Co. will cost \$500,000, furnish additional capacity of 2,532,000 bus. and 116 bins with a total capacity of 6,000,000 bus.; work to be completed by Aug. 15.

Moosejaw, Sask.—The plant the Saskatchewan Flour Mills Co., Ltd., will erect to replace that burned in December will include a 250,000-bu. elevator and a 600-bbl. oatmeal mill. Construction will be of concrete, F. A. Bean, pres. of the company, reports.

Waldeck, Sask.—The grain congestion at this station was temporarily relieved by the C. P. furnishing us a number of cars in the two weeks prior to Feb. 9. The J. Swartz Elevator Co. is planning to remodel its elevator next summer.—J. B. Olson, agt. Sask. Co-op. Elevator Co.

Montreal, Que.—At the recent annual meeting of the Montreal Corn Exchange A. Chaplin was re-elected pres. and Wm. Carruthers treas. The management committee for the ensuing year consists of W. B. Bashaw, H. D. Dwyer, P. B. Earl, W. I. Gear, A. G. Burton, W. H. D. Miller, D. Plewes and F. A. Stude.

Ottawa, Ont.—The name "Manitoba" for western hard wheat grown in Canada was retained by the house committee on the grain bill, Feb. 15. An effort had been made to have it changed to "Canada" or "Canada Western."

Ottawa, Ont.—The bill now before the dominion house for government ownership of terminal elevators at the lake ports provides for the lease, purchase and control of these elevators, and R. L. Borden, premier of Canada, has announced to the people of Saskatchewan that a sum will be included in the estimates to make effective the objects of the bill.

Port Mann, B. C.—The International Mfg. Co. is considering building a plant here, including elevators and an oatmeal mill, to be used as a base from which to reach the markets of the Orient, Australia and Mexico and be ready for the opening of the Panama Canal. F. A. Bean, pres. of the company, has been here looking over locations. This point is five miles from the mouth of the Fraser River, has deep-water channel and is the Pacific Ocean terminal of the Canadian Northern Ry.

Blaine Lake, Sask.—A pitched battle for possession of grain cars was fought here Feb. 12 between Dukhobors on one side and Galician farmers assisted by French Canadians on the other. One swung a long snake whip with terrible effect. A Dukhobor had his skull fractured and several were seriously injured. About 200 grain cars are needed here and only a few were brot in. Every time a train arrives a rush follows. No railway agent is here nor order book and the man who gets to a car first has it.

Wilcox, Sask.—We are not nearly as bad off for cars as some other points in this province, altho we are not able to obtain cars nearly as fast as we would like. Thru January we had no cars of any account but at present the C. P. is supplying about three per day on an average, relieving the situation very slowly. No piles of grain are in this town outside of the elevators. We have five elevators, and probably 150,000 bus. of grain that should be shipped before April and probably 100,000 bus. to be threshed in the spring.—John R. Bunn, per C. E. Munro.

Swift Current, Sask.—This point now sees relief, as the two roads running out of Swift Current will load over 100 cars each this spring, which will relieve us to some extent. We will not handle over 2,000,000 at this point this season. Prior to this time nearly every available shed or suitable room of any kind was filled with wheat waiting for cars. Elevators are all full now but wheat comes in only when there is room. The following will build on the new lines: McEwan, Dougherty & West, State Elevator Co., Central Grain Co. and Lake of the Woods Co.; all Winnipeg address except the first.—J. W. Fetter, agt. Royal Elevator Co.

Ottawa, Ont.—A deputation representing elevator interests at Minneapolis and the head of the lakes called on Hon. George E. Foster, minister of trade and commerce, Feb. 9, to present their views on terminal elevators. Mr. Hoffelinger represented the Peavey interests; General Mgr. Searles, the British America elevators and the Port Arthur Elevator Co. of Minneapolis; Mr. Gage, the Imperial Elevator Co., and Mr. McMillan, the Empire Elevator Co. They asked the privileges of mixing and outward inspection from terminals. Outward inspection would enable them to finance their grain on the strength of the government's certificate easier than on the sample market system. The prime minister is believed to favor allowing private elevators to mix grain as they like but to forbid them outward inspection.

Vancouver, B. C.—The Dominion government is considering building a 250,000-bu. elevator here, at an initial cost of \$125,000, so constructed that other units and additional elevators can be added as required. This information was given to the deputation from the Manitoba Grain Growers Ass'n, that recently went to Ottawa to express its views on proposed changes in the Manitoba Grain Act.

Regina, Sask.—The "Bill to Enable Municipalities to Borrow Money for Seed Grain Distribution" was considered by the house in committee of the whole, Feb. 13, and approved with the exception of a few minor points. Clause 9 was made to specify that no municipality should "advance to any one person a quantity of seed grain of greater value than \$200." The lieutenant governor in council may guarantee repayment of all money borrowed by a municipality for purchase and distribution of seed grain.

Indian Head, Sask.—We have had a fair supply of cars all this season at this point and at no time has all the elevator capacity been filled. Of course there have been times when some of the elevators could not get cars just when they wanted them, but that is quite a common occurrence in the heavy part of the season in any grain country. On the whole we have had fairly satisfactory service from the railways and at no time has grain been piled up in the streets or elsewhere, that could not be accommodated in the elevators. No doubt certain points in the newer parts of the country have experienced some inconvenience from shortage of cars, but not in any instance to the extent asserted by certain so-called "newspapers" that published stuff of this kind in an effort to make political capital against the government.—L. T. Bobier, agt. Western Canada Flour Mills Co., Ltd.

Regina, Sask.—The report of the organization and work of the Saskatchewan Co-op. Elevator Co. to Jan. 1 has been made to the provincial legislature. It shows that 46 local companies were organized with a capital stock of \$405,050, of which \$60,757 was paid up. The 8,101 shares are held by 2,580 farmers in the province. Contracts were let to build 40 elevators, all of which should have been completed by Dec. 1 when only 17 were finished. These delays caused a loss to the company, estimated at not less than 2,000,000 bus. of grain. Besides the elevators built six were purchased and by the end of the year the company had handled about 1,500,000 bus. of grain, about half of which had been purchased by the company and the remainder stored. Much more could have been handled had the railroads not been congested, as some of the elevators were filled four days after they were opened.

Regina, Sask.—In replying to George Langley's request that the provincial government move out the damp wheat in Saskatchewan, the minister of agriculture said the government had been in communication with Mr. Lanigan of the C. P. regarding immediate shipment of damp grain, but there were districts containing little damp grain where the people were in urgent need of having some grain moved and if Mr. Langley's suggestion of moving the damp grain first were followed it would apparently discriminate against owners of dry grain. Few realized the extent of the calamity that threatened the province. The three great Canadian transportation lines had demonstrated their inability to handle the crop. Saskatchewan's exportable crop was estimated at 90,000,000 bus., of which not 40,000,000 had been shipped. Of the remaining 50,000,000 yet in farmers' hands, 20,000,000 was not yet threshed, 18,000,000 bus. was dry and in good condition and 12,000,000 bus. was tough. If this tough wheat were to be saved it must be shipped and dried at once and it would only be by every one working co-operatively that the grain could be saved. If owners of dry wheat could be brot to realize the seriousness of the situation and would voluntarily sacrifice for a while the meager car service they had been receiving, the damp grain should be rushed out to the terminals at once.

D. W. McCuaig, chairman of the Manitoba Elvtr. Commission, explained at the recent annual meeting of the Manitoba Grain Growers Ass'n in Brandon, that the commission was somewhat disappointed in the patronage farmers were giving. The government elvtrs. had to pay their way and because certain charges were levied to make them pay many farmers felt they were ill treated. The idea appeared prevalent that the government elvtrs. should give service without recompense which the farmers could not obtain from the line companies, while the line elvtrs. could pay higher wages to operators than could the government commission because, in addition to handling grain on commission, they also bot and thus made a double profit. The commission had not been able to hold its operators, which was responsible for much dissatisfaction. He intimated that the government elvtrs. would show considerable loss in operation and suggested that the principle of government ownership is on trial and that if the farmers do not rally to its support it must fail.

Regina, Sask.—George Langley recently called the attention of the house to the alarming quantity of damp wheat held up on farms thruout the province. He said: "I do not believe the heads of the railway companies want to carry out this grain any faster than it is now going; for they are assured by the decision of Sept. 21 that all the grain of the province will go over their roads and they are consequently content to extend the period of shipments to keep their rolling stock busy during the summer. He reported that on a recent trip along the Outlook line he had encountered an enormous quantity of wheat damp enough to decompose soon; yet at the rate at which cars had been delivered on this branch since harvest it would require a year to market the 1911 crop. He urged that the provincial government take this matter up thru the minister of agriculture and the warehouse commission and allow no more dry wheat loaded during the remainder of the month but load the damp grain at once, label the cars: "Damp Grain, Perishable;" and rush them to the drying elvtrs. at Port Arthur and Duluth. Notify the farmers that their damp grain could be shipped at once and instruct the elvtrs. to store no more damp grain. If this were done immediately practically all the threatened grain might be saved.

Ottawa, Ont.—The important sections of Minister Foster's grain bill are those dealing with control of terminal elvtrs. and distribution of cars. Clause 124 provides that hospital elvtrs. "shall be governed by such regulations and restrictions as are imposed by the board." In a recent discussion of this in the house of commons, Hon. Frank Oliver said there should be some provision in the act to make the hospital elvtr. responsible to the government apart from the board and that the board should have no more responsibility than was necessary for administrative purposes. Donald Sutherland of South Oxford urged some provision to compel hospital elvtrs. to remove all foul seed from screenings and to destroy germination of foul seed. Mr. Foster explained that as that matter belonged to the department of agriculture, he would call its attention to the demand. Hon. Frank Oliver brot up the question of whether a farmer should be compelled to pay storage in a railway-owned elvtr. when the railway was unable to have the grain shipped, and urged that provision be made in the act to prevent any railway-owned elvtr. collecting storage fees under such circumstances. Mr. Foster replied that, as various representations had been made to him about that matter, he was giving it careful consideration. Clause 157, which requires elvtrs. to accept grain without discrimination, was protested by W. M. Martin of Regina, who said it should be amended. Elvtrs. that dealt out only clean seed to farmers, should not be compelled to accept all kinds of grain in return. Mr. Foster promised consideration of his suggestion.

COLORADO.

Burlington, Colo.—I will add a man-lift and loader this spring.—G. W. Bandt.

Salida, Colo.—Only two grain dealers here, myself and J. H. Holcomb. We ship out several cars of alfalfa and native hay and a little wheat and oats, mostly oats. We ship in wheat, bran, corn chop, corn, kafir corn, and oil meal and our flour. Business is quiet.—George W. Vaughn.

IDAHO.

Idaho Falls, Ida.—The Farmers Co-op. Ass'n has empowered its directors to buy an elvtr. for \$6,000.

Lewiston, Ida.—Eighty-five cars loaded with wheat, destined for coast points, were pulled out of here in one day recently, making the heaviest day's shipment of this season.

Wallace, Ida.—We have entirely rebuilt our plant, that was swept away by fire, Aug. 20, 1910, and have replaced the frame buildings by brick and concrete; are now in better shape than ever to care for our growing business.—Corner & Fisher.

The state grain commission of Idaho will recommend to the legislature next winter a measure providing for the licensing of all threshing machine operators in the state and requiring weekly reports of the grain threshed to be sent to the county auditor and the sec'y of the grain commission. These reports must show the threshing record by crops, with name and address of each farmer for whom work was done and the varieties of grain segregated. The proposed law resembles that recently passed by the Michigan legislature but provision will be made for prosecution of the thresher who fails to report promptly or who reports incorrectly the quantity of grain threshed. The measure is designed to give the grain commission accurate data on production in different sections of the state. The exact production of each county can then be determined by reports on file in the auditor's office. Grain production is now estimated from reports submitted by warehousemen with an estimate of the amount retained on farms for feed and seed.

ILLINOIS.

Bentley, Ill.—I have sold out my business.—A. R. McCallister.

Tallula, Ill.—The Farmers Elvtr. Co. has installed a Constant Feeder outfit.

Marley, Ill.—Alex Haley is considering rebuilding his elvtr. recently burned.

Florence, Ill.—Mrs. J. Michel intends to build an elvtr. on her farm this spring.

Leroy, Ill.—S. Crumbaugh has had a 6½-ft. Safety Platform Wagon Dump installed.

El Paso, Ill.—The El Paso Elvtr. Co. has installed a Constant Safety Ball Bearing Manlift.

Saybrook, Ill.—The Farmers Grain & Coal Co. has increased its capital stock from \$10,000 to \$12,000.

Clay City, Ill.—The name of our firm has been changed from C. D. Duff to C. D. & J. W. Duff.—C. D. D.

Atkinson, Ill.—Farmers have subscribed about \$12,000 of the \$15,000 stock required to establish an elvtr. here.

Greenwich sta., Kankakee p. o., Ill.—Farmers in this vicinity are subscribing for stock to build an elvtr.

Allentown, Ill.—The elvtr. of W. S. Russell burned Jan. 20; loss, total; insurance, \$6,500 on building and \$11,500 on grain.

Alvin, Ill.—Farmers are considering building an elvtr. Harry McDonald, John Kirchoff and Clarence Yeazel are interested.

Sandwich, Ill.—The Farmers Elvtr. Co. of Sandwich incorporated by August Otto, George E. Gifford and E. Raspeller; capital stock, \$10,000.

Rutland, Ill.—The Rutland Farmers Grain & Supply Co., incorporated by John P. Ford, Lewis Farer and L. E. Ingram; capital stock, \$2,000.

Sheffield, Ill.—The Sheffield Farmers Grain Co. incorporated by L. C. Houghton, J. B. McKee and Charles Bill; capital stock, \$10,000; will build.

Catonfarm sta., Plainfield p. o., Ill.—I have succeeded Lawrence Morrissey as mgr. of the elvtr. of the Plainfield Grain Co. at this station.—John Powers.

Odell, Ill.—Burglars recently entered the grain office of Gulshen & Wolf. Bloodhounds brot from Decatur were put on their trail but soon lost the scent.

Armstrong, Ill.—E. M. Davis, who operated elvtrs. here and at Ellis, Ill., has been indicted on six counts for larceny and embezzlement for selling stored oats.

Utica, Ill.—The Utica Elvtr. Co. incorporated to deal in grain; capital stock, \$12,000; incorporators, George M. Reynolds, A. C. Wylie and A. O. Esmond.

Shirland, Ill.—Britt Jewett of Harrison, Rockton p. o., Ill., has bot the elvtr. here, conducted by the Shirland Lbr. Co. and will place a competent man in charge.

Kappa, Ill.—Farmers in this vicinity are negotiating with the Marshall Land Co. of Minnesota for the elvtr. which E. Summers traded to it for land some time ago.

Decatur, Ill.—H. I. Baldwin of Decatur is pres. and Ralph Hasenwinkle of Bloomington sec'y of a new organization of grain men, known as the Grain Brokers Ass'n of Illinois.

Lincoln, Ill.—A team of horses recently fell into a grain dump at the elvtr. of the Lincoln Grain Co., which had been left unlocked. The animals were removed uninjured.

Olive Branch, Ill.—The Nanson Commission Co. has taken the machinery out of its elvtr. and discontinued business at this station.—W. F. Wilbourn, Olive Branch Grain Co.

Armington, Ill.—The Farmers Grain Co. of Armington incorporated to deal in grain, coal and lumber; capital stock, \$5,000; incorporators, W. E. Verry, Frank Pratt and John R. Potter.

Peoria, Ill.—Rumsey, Moore & Co. report receipt of a record car of corn. When unloaded recently at the Woolner Distillery it contained 129,950 lbs., or 2,320 bus, and 20 lbs. in a car of 100,000 lbs. capacity.

Maroa, Ill.—J. F. Duvall of Taylorville has taken possession of the elvtr. here, which he recently purchased for \$15,000, and will move his family here in June. He formerly conducted an elvtr. at Beardstown, Ill.

Watseka, Ill.—The new firm of Casey & Conley, composed of John J. Casey and M. J. Conley, members of the Chicago Board of Trade, will conduct a general brokerage business at this point and buy grain on track.

Orangeville, Ill.—Thomas Rote and John Neuschwander, who are interested in the recently incorporated Orangeville Lbr. Co. that bot the elvtr. of Meyers Bros., have sold off their farm goods and will move to Orangeville.

Lexington, Ill.—The engine house at the elvtr. of J. J. Kemp caught fire recently, presumably from a stove. The inside of the building was badly damaged, and operations at the elvtr. stopped until repairs could be made, by noon of next day.

Wendell sta., Lamoille p. o., Ill.—Farmers have subscribed \$5,500 to build an elvtr. soon and have elected the following directors: George Wendell, W. P. Gross, L. C. Bauer, George Stamberger, Jr., Paul Ehlers, Ed. Grosch and Charles Faber.

Fulton, Ill.—We have no elvtr. nor is there one in town in use. The freight house recently purchased is used for coal and wood storage and not for grain. Very little grain is shipped from this station; no other buyers except feeders.—J. C. Snyder.

Peoria, Ill.—J. C. Page, mgr. of the Corno Mills Co., has been admitted to membership in the Board of Trade on transfer of membership of his predecessor, C. G. Weiler; Clifford Ireland, on transfer of membership of W. S. Reyburn.—John R. Lofgren, sec'y.

Mattoon, Ill.—J. W. McWeen has succeeded Ernest Orndorff in charge of the branch office of E. W. Wagner & Co. Mr. Orndorff resigned to devote his entire time to the business of the Big Four Elvtr. & Mlg. Co., in which he is interested and has managed.

Annawan, Ill.—The Farmers Grain & Supply Co. incorporated to deal in grain and merchandise; capital stock, \$12,000; incorporators, William M. Schuette, Mel Powell and James C. Bishop. The company is considering operating a bank in connection with an elvtr.

Peoria, Ill.—The Chamber of Commerce, a subsidiary organization which owns the Board of Trade Bldg., has re-elected A. G. Tyng pres. for the ensuing year and elected John R. Lofgren, sec'y; C. R. Wheeler, treas.; Mr. Lofgren, T. A. Grier and P. B. Miles, directors for three years.

Newman, Ill.—The Finch McComb Co., a grain firm of Indianapolis, has entered suit against L. J. Kiser, who was in the grain business at this point at the time the transaction was made. It is alleged he contracted to furnish the Indianapolis firm 20,000 bus. of oats and shipped more than the contract called for.

Capron, Ill.—Andrew Mulligan of Mulligan Bros., was badly burned about the face and hands recently while trying to start the gasoline engine. A can of gasoline in the room ignited and set his clothing afire. His presence of mind saved him. He threw himself into a cistern partly filled with water and so prevented fatal burns.

Minonk, Ill.—At its inquest over the body of Joseph F. Bender, who died recently in a Peoria hospital after his skull had been fractured by a flywheel in the elvtr. of the Minonk Farmers Elvtr. & Supply Co., the coroner's jury held that the company was responsible for his death as it had been criminally negligent in not having furnished the safeguards about its machinery, which the law requires.

The Illinois "workmen's compensation act," that becomes effective May 1, allows employers the option of operating their plants under its provisions. If they do not choose to do so they will find the old avenues of defense closed in personal damage suits. "Risks" of the business, acts of fellow servants and former pleas will no longer avail. Enough accidents occur in elvtrs. to make it worth while for owners to investigate the provisions of this law.

Waukegan, Ill.—An explosion occurred in the dry starch factory of the Corn Products Refining Co. at 3:50 a. m., Feb. 20. Two employees were injured but not fatally. Loss, \$40,000. Experts assert that the expenditure of the explosion's force over the rarified air above Lake Michigan, seeking the line of least resistance, saved the town from destruction. The explosion caused three big waves like tidal waves that threw huge cakes of ice over a 9-ft. embankment. This is the second explosion of the dry starch factory. The other occurred eight years and three days prior to this and killed four men.

Peoria, Ill.—Receipts of grain during January included 48,035 bus. of wheat, 2,845,735 of corn, 450,600 of oats, 156,000 of barley and 22,000 bus. of rye; compared with 55,733 bus. of wheat, 2,084,098 of corn, 435,400 of oats, 256,800 of barley and 30,800 bus. of rye received in January last year. Shipments for the month included 38,358 bus. of wheat, 2,085,829 of corn, 885,954 of oats, 53,642 of barley and 19,600 bus. of rye; compared with 39,000 bus. of wheat, 1,767,394 of corn, 545,150 of oats, 124,094 of barley and 16,995 bus. of rye shipped in January, 1911.—John R. Lofgren, sec'y Board of Trade.

Neoga, Ill.—F. D. Voris & Sons incorporated to deal in grain and produce; capital stock, \$10,000; incorporators, F. D., L. M. and L. K. Voris.

Drummond sta., Joliet p. o., Ill.—The Drummond Farmers Elvtr. Co. has been organized to build an elvtr. here in the spring, near where the Alton and Santa Fe tracks cross the Kankakee River. Among those interested in the project are Joliet men who own property in the immediate vicinity and farmers in this locality. Among them are: A. E. Dinot of Joliet; John McDonald of Channahon; P. W. Smith and John and Michael O'Brien of Drummond.

Joliet, Ill.—The Joliet Grain Co. has let the contract for erection of its 25,000-bu. elvtr. to the Burrell Engineering & Construction Co.; work to begin within ten days and elvtr. be ready for business within 60 days after work starts; cost, \$6,250. The latest improved scales will be installed, also a complete grinding outfit and separate motors for each set of machinery. Altho with only temporary facilities, the company is already doing a good business under the management of Paul Murphy.

At the Illinois and Interstate Good Roads convention in Chicago, Feb. 12, it was reported that since congress appropriated \$2,000,000 for a Lincoln memorial, members of the ass'n have been endeavoring to have the fund expended for a memorial road. One speaker advocated requiring county commissioners and boards of public improvement to put every unemployed man able to work at work on roads 4 hours daily until he obtained a better position and thus clear away the army of hoboes.

Ashland, Ill.—A fire that originated in the furnace room, recently destroyed the residence of V. C. Elmore and his library valued at \$1,000; loss, \$7,500; insurance, \$4,500. A. J. Barnett of Hillview, a representative of the Elmore firm, was awakened by the choking smoke and rescued Mr. Elmore when he was almost suffocated. Other members of the household also escaped in their nightclothes, including Mrs. O'Hearn, Mr. Elmore's daughter, and her little son, from St. Louis; but none had time to take anything with them.

Cissna Park, Ill.—Thomas Payne from Fairbury, Ill., has taken over the elvtr. here of E. S. Phillips, who has returned to his home in Assumption, Ill. Soon after Mr. Phillips bot this elvtr. from J. B. Baumgardner & Co. and before he had all the insurance transferred to him, a fire broke out in the evening of Dec. 23, that was extinguished with little damage, but was so evidently of incendiary origin that it was reported to the state fire marshal. S. M. Rose, whose elvtr. is near, believed an attempt had been made to burn both houses.

St. Petersburg, Fla.—I have improved much since I came here and now expect to go home as soon as the weather settles. Am longing for that time to come. Hope to see my friends in the trade at the convention in Peoria next June. We have had it very cold for this country. Frost three mornings and I don't believe I ever suffered more up home in the winter than here. The houses are nothing but shells and not built for cold weather. When it is warm I spend most of my time on the water fishing and have been very successful.—George D. Montelius.

Williamsville, Ill.—On petition of John W. Prather a temporary injunction was issued Feb. 15, restraining Robert C. Cox from engaging in the grain business in the vicinity of Williamsville. Mr. Prather alleged violation of contract and stated in his complaint that the defendant sold to the Brainerd & Prather Grain Co. of Williamsville his scales and cribs at Ellis sta., Sherman p. o., in Nov., 1908, and entered into an agreement with the grain company not to engage in the business of buying and selling grain within a radius of five miles of Williamsville for 25 years, but he is now dealing in Williamsville; Vanwood sta., Fancy Prairie p. o.; and at Ellis sta.

Peoria, Ill.—George C. Clark, pres. of the Horace Clark & Sons Co., a charter member of the Board of Trade and pres. of that organization in 1904, died Feb. 6 after a lingering illness of more than a year with paralysis, aged 65. He was born in Morton, Ill., and came to this city when a boy. He entered the office of his father, the founder of the firm, and was identified with various movements to promote the prosperity of the city and the Board of Trade.

CHICAGO NOTES.

Oscar F. Lindman, many years a member of the Board of Trade but who has lately resided in Pasadena, Cal., returned to Chicago, Feb. 15, on account of the serious illness of his daughter.

George Tough has succeeded Herman R. Mueller, deceased, as pres. of the Mueller & Young Grain Co. Paul G. Mueller has taken Mr. Tough's place as vice-pres. and Carl B. Mueller has become sec'y-treas.

W. W. Tracy, R. D. Covington and F. W. Parker have applied for reinstatement in the Chicago Board of Trade. They are members of the firm of Tracy & Co. who failed in 1909. They were suspended June 28, 1909, for failure to make settlement.

CHICAGO CALLERS: Buran House, Oklahoma City, Okla.; John Dower, supervisor of weights, Merchants Exchange, St. Louis, Mo.; S. W. Strong, sec'y Ill. G. D. A., Urbana, Ill.; and Mr. Blair of the Garton Cooper Seed Co., Sugar Grove, Ill.

Extensive repairs to the boilers and power plant of Elevator C will be made by the Armour Grain Co., making it necessary to cease operation of the machinery for a few weeks. Warehouse certificates will be honored by delivery from other elvtrs.

Jos. Schmitz, Chief Scale Inspector of the Board of Trade Weighing Dept., has been assigned the additional duties and responsibilities of Supervisor. Walter E. Felt and Chas. R. Petersen have been appointed supervisors of the dept. to succeed Geo. J. Le Beau and Thos. A. Hamilton.

Charles W. Bickell, now under indictment with Sidmon McHie for operating a bucket shop, has been sued by Thomas A. Rawson for \$900 for breach of wages contract. Rawson alleges that he invested \$2,000 and was to be made general mgr. of the Florentine Alabaster Co. at a salary of \$30 per week.

Charles P. Randall, a member of the Chicago Board of Trade, was injured in San Francisco, Feb. 18, when he was jarred from the platform of a street car. Such alarming press reports were sent out that his friends were greatly relieved next day to find he was able to wire to Chicago reports of market conditions.

Attention of Board of Trade members is called to the following decision of the directors: "Borrowed money is not considered a valid claim against a privilege of membership in this board, even tho it may be shown that the borrower used the money to pay an indebtedness of his to a fellow member arising out of transactions under the rules of this board."

Receipts of hay continue quite liberal. There seems to be a rather good outlet and we do not anticipate any break of consequence in the near future. Country roads are becoming soft in some sections, and with the breaking up of roads farmers will be unable to haul hay, which will shut off receipts here. There seems to be an especially good demand here for clover mixed hay, and also clear clover, sound and good color.—W. R. Mumford & Co.

A civil service examination for grain samplers and deputy grain inspectors was held on the exchange floor of the Board of Trade after close of business, Feb. 17, said to be the first of that kind. Forty-seven applicants took the written work in the morning under the regular examiner of the state civil service commission. In the afternoon they went on the trading floor and were tested by the grain com'te of the Chicago Board of Trade on wheat, corn, oats, rye and barley.

Plans for a new Board of Trade building, to cost \$4,000,000, were discussed at a meeting of the Board of Trade Club at the Auditorium Hotel in the evening of Feb. 13.

Application for membership in the Board of Trade has been made by Henry F. Booth, Anton A. Wolff and William M. Hirschy. Application for transfer of membership has been made by Horatio K. Florentine, John H. Weiss, Louis Bonstedt, Thomas G. Craig and the estate of Adolph Gerling. The directors recently admitted to membership W. B. Lane, Chester A. Legg, Francis D. Strawbridge, Peter B. Carey and Charles R. Esson.

Henry C. Rew, formerly a member of the Chicago Board of Trade, died suddenly at San Remo, Italy, Feb. 14, aged 73. He was born in Ohio, began business in Albany, N. Y., in 1861, and there married, came to Chicago in 1863 and became a partner in the firm of D. W. Irwin & Co., from which he retired in 1873. During the last few years he traveled in Europe with relatives. His wife died 12 years ago. He is survived by his son, Irwin Rew, and a married daughter.

The fact that the Illinois State Grain Inspection Department has not been applying the moisture test to all samples of corn graded gives buyers an opportunity to quibble and has been a source of dissatisfaction to the receivers. At a recent meeting of the Receivers Ass'n of the Board of Trade the resolutions published elsewhere in this number of the Journal were adopted demanding that the inspection department apply the moisture test as provided in its rules.

"Corners in Grain Markets" and a Suggestion for Their Prevention is a thoughtful brochure by Horace Jackson showing the crying need of a change in the method of doing business in wheat futures to make the grain markets attractive to investors. Daily deliveries of wheat on contract as is the custom with investment securities is advocated by Mr. Jackson, and as a means of encouraging such delivery he suggests divisions of the year into four delivery periods instead of 12 as at present. He would have a winter delivery Dec. 1 to Mar. 1; spring delivery, Mar. 1 to June 1; summer delivery, June 1 to Sept. 1; and fall delivery, Sept. 1 to Dec. 1. Mr. Jackson also suggests that speculative contracts be made separately under the distinctive heads of spring, hard winter and two red, thereby increasing the demand upon the Chicago market from consuming sections.

C. B. Pierce, chairman of the transportation com'te of the Board of Trade, called a meeting of grain handlers in the visitors' room in the afternoon of Feb. 16, to inform the trade of the status of transit rules as developed at the recent hearing he attended before the Interstate Commerce Commission at Washington. The receiving, shipping, milling, malting and elevator interests were well represented at the meeting. Some of the receivers who have been negligent in furnishing expense bills were jarred out of their self complacency when W. M. Hopkins, manager of the transportation department, exhibited a list of names of those guilty. J. C. Murray vigorously urged a strict compliance with the rules, stating that anyone could see that his company could not wait long for expense bills, as its elvtr. handled 70 cars a day on a capacity of 125,000 bus. While it is hoped an extension of time to 10 days in which to furnish expense bills can be obtained, in the meantime the com'te urged upon all members of the Board the strict observance of the transit rules, under which the trade can work, lest the Commission promulgate more drastic regulations as the result of its inquiry.

INDIANA.

Radley, Ind.—The Woodbury-Elliott Grain Co. has installed a Constant Safety Ball Bearing Manlift.

New Waverly, Ind.—My son operates my elvtr. at this point.—F. P. McFadden, Twelve Mile, Ind.

Malden sta., Lacrosse p. o., Ind.—Goodrich Bros. have installed a No. 5 U. S. Corn Sheller in their elvtr.

Attica, Ind.—We have had the best business this winter since we started in the grain trade.—Stafford Grain Co.

Stockwell, Ind.—The Lauramie Grain Co. incorporated by O. Yundt, R. Cloyd and E. Conrad; capital stock, \$20,000.

Kokomo, Ind.—C. M. Barlow has purchased a 100-h.p. boiler and is considering increasing the capacity of his plant.

Auburn, Ind.—J. M. Carmer now owns the elvtr. formerly operated by La Due & Carmer, who recently dissolved partnership.

Lafayette, Ind.—Farmers of Tippecanoe County are considering building an elvtr. here. Wilbur McMullen is a leader in the movement.

Indianapolis, Ind.—The Herman & McCoy Co. incorporated to deal in grain and hay; capital stock, \$25,000; incorporators, H. J. McCoy, W. C. Garten and J. G. Herman.

Riceville, Ind.—We have a 40,000-bu. warehouse. When our company gets stronger we will build an elvtr. with power plant in it.—E. M. Ridenour, mgr. Riceville Grain Co.

Darlington, Ind.—Farmers have subscribed \$15,000 of stock to build an elvtr. and work will begin as soon as weather settles. They have obtained a site for the building.—D. Metzger.

Twelve Mile, Ind.—I am out of coal at this station on account of the railroad holding back four cars that have been on the road long enough now to have been all sold out had they been here.—F. P. McFadden.

Dawkins sta., New Haven p. o., Ind.—Stiefel & Levy of Fort Wayne, will soon let the contract for erection at this station of an up-to-date, 15,000-bu. elvtr. for corn and oats. They are also planning to move one of their elvtrs. to another location and install several electric motors.

Chalmers, Ind.—The recently incorporated Chalmers Grain Co. has bot the elvtr. of Hawkins Bros. for \$12,000 and will take possession Apr. 1. This is a farmers' company; capital stock, \$20,000. Among those interested are George W. Thomas of Lafayette; Charles Wolf, Max Burnes, John Chamberlin, J. S. Minch and George Judd of Chalmers.

IOWA.

Corning, Ia.—E. E. Lehnen is considering building an elvtr.

Varina, Ia.—F. J. Turner has taken over the property of the Neola Elvtr. Co.

Hancock, Ia.—I am to leave this station.—J. C. Lake, agt. Wright & McWhinney.

Barnes City, Ia.—The recently incorporated Farmers Elvtr. Co. will build an elvtr.

Ida Grove, Ia.—During the illness of C. M. Good, I. N. Shearer has had charge of his elvtr.

Nemaha, Ia.—The L. J. Button Elvtr. Co. of Sheldon, Ia., is considering building an elvtr. here.

Ida Grove, Ia.—I am figuring on installing an automatic scale in my elvtr. this spring.—C. M. Good.

Liscomb, Ia.—F. C. Nichols is considering rebuilding but has not yet decided.—R. J. Mabie, Whitten, Ia.

Sioux City, Ia.—Little corn is moving on account of scarcity of cars. Corn contains 20% to 26% moisture.—J. C. C.

Zearing, Ia.—I have sold my elvtr. and business at this point to Craft & Vinsel; gave possession Feb. 1.—B. L. Cook.

Des Moines, Ia.—We have moved our headquarters from Bagley to the Fleming Bldg. in this city.—Wright & McWhinney.

Callendar, Ia.—We have purchased the elvtrs. of the Des Moines Elvtr. Co. here and at Minburn, Corley and Hancock also the lumber yards in connection with the elvtrs. at the last two points.—W. F. McWhinney of Wright & McWhinney, Des Moines, Ia.

Kamrar, Ia.—The Farmers Grain Co. has enlarged the capacity of its house and had new elvtr. legs installed by R. M. Van Ness.

Cleghorn, Ia.—The Edmonds-Londergan Co. of Marcus, Ia., has bot the elvtr. here of Harvey Means, that formerly belonged to C. G. Stevens.

Alexander, Ia.—Moore Bros., are installing a 6-h. p. Gade Air Cooled Engine in their elvtr.—A. Fransen, mgr. A. P. Hansen, Hampton, Ia.

Morrison, Ia.—P. R. Frazier & Co. are considering repairing the elvtr. they recently purchased from Stockdale & Reimers and will install a manlift.

Stockport, Ia.—We have purchased the elvtrs. of Pitt Plummer here and Hillsboro, Ia., and will take possession Mar. 1.—Yost & Morley, Libertyville, Ia.

New London, Ia.—The A. D. Hayes Co., which has succeeded the Hayes-Hemmings Co. and increased its capital stock to \$100,000, is planning improvements on its line of elvtrs.

Iowa Falls, Ia.—The Farmers Co-op. Elvtr. Co. has purchased Chas. Turner's elvtr., located on the Northwestern Ry., and will take possession July 1.—Frank Kamberlin, mgr.

Milford, Ia.—Elvtr. of M. S. Dewey is closed on account of his death. That of Rasmussen Bros. is closed for the season. W. D. Paton, who sold his elvtr. to me, is out of business.—K. S. Myers.

Wellsburg, Ia.—The Wellsburg Elvtr. Co. will build a 50,000-bu. elvtr. to be completed by May 1 and equip it with up-to-date machinery. It will be managed by Anno Peters. This will give Wellsburg four.

Des Moines, Ia.—Clark Brown, of Fort Dodge, representing Rumsey & Co., of Chicago, has removed to this city and will continue with the same firm as the successor of C. H. Casebeer, who has gone with the Taylor & Patton Co.

Montezuma, Ia.—O. C. King & Co. will build an up-to-date elvtr. to cost about \$7,000 and install new machinery, including a grinder, a corn sheller and a cleaner. The elvtr. will be of cribbed construction on cement foundation, and contain 12 or 16 hopper-bottomed bins. Their old elvtr. is being taken down to make room for the new. Built by T. Harris & Co. about 36 years ago, when the Ia. Central was extended here from Grinnell, it has long been a landmark of the town.

Wapello, Ia.—I will remodel and enlarge my plant here this season; will add another dump for small grain; replace the No. 2 Victor Sheller with a No. 7 B. & L. and install a No. 4 Cornwall Cleaner to match. Will lower grade of old driveway and cement the basement. The addition will be of cribbed construction to match the old part of the plant. Will install a Constant Manlift from basement to cupola, making it an up-to-date house thruout. The Newell Construction Co. has the contract and work will be started as soon as weather permits.—E. B. Cook.

Council Bluffs, Ia.—The Droge Elvtr. Co. is considering investing \$10,000 in a plant to crush corn cobs and transform them into material to take the place of the sawdust and pine shavings used in oxidizing iron filings for purifying gas at gas plants. Corn cobs have been found to have double the efficiency and to last twice as long as the pine shavings. The Droge Co. is said to have begun the cob-crushing process about two years ago for the manager of the city gas plant but it soon had other plants to supply and cob crushing became an important part of its operations. It gradually added other crushers until now the demand requires wholesale facilities.

KANSAS.

Spring Hill, Kan.—J. S. Null is building an elvtr. here.

Hutchinson, Kan.—H. S. Pitts has discontinued business.

Walton, Kan.—Farmers are organizing a company to build an elvtr.

Goff, Kan.—The Goff Grain Co. will rebuild its elvtr. in the spring.

Topeka Kan.—We have succeeded Jolley & Blanchard.—The Jolley Grain Co.

Padonia, Kan.—Farmers have organized a company and will build an elvtr. here.

Moray, Kan.—Vanderslice-Lynds Co. will build a 6,000-bu. elvtr. here on the G. I. R. R.

Valley Falls, Kan.—H. E. Herries will install an automatic scale and a double power shovel.

Bigelow, Kan.—The John H. Lynds M. & Elvtr. Co. of White Cloud, Kan., is building an elvtr. here.

Lewis, Kan.—The Rock M. & Elvtr. Co. of Hutchinson is building an elvtr. here and one at Omar sta., Lewis p. o., Kan.

La Crosse, Kan.—H. Fish has made application for membership in the Kansas Grain Dealers Ass'n.—E. J. Smiley, sec'y.

Agra, Kan.—Chas. Dean, now mgr. of W. B. Womer's elvtr., has been elected manager of the Farmers Elvtr. Co.'s house.

Lawrence, Kan.—The Kreeck Grain & Provision Co. has had a 52-ft. Constant Ball Bearing Manlift installed in its new elvtr.

Frizell, Kan.—The Frizell Grain & Supply Co. is having extensive additions made to its plant by Morley Bros., Haden & Plott.

La Crosse, Kan.—Mr. Towner of Marion, Kan., has bot an elvtr. and mlg. plant here to take possession Mar. 1 and manage it himself.

Rosedale, Kan.—The Mammoth Mlg. Co. is building a 100,000-bu. transfer elvtr. and feed mill to be operated by five 170-h.p. electric motors.

West Mineral, Kan.—A committee has been appointed to ask the Pearl Mlg. Co. of Oswego, Kan., to erect its proposed elvtr. at this point.

Clements, Kan.—The plant of the Consolidated Alfalfa Mlg. Co. of Newton, Kan., burned at this station Feb. 3. It was built about three years ago.

Page, Kan.—I am considering putting up a small elvtr. after a while if crop prospects continue good.—A. C. Ward, successor to Ward & Wilson.

Hutchinson, Kan.—John Cormerais, formerly connected with Kemper Grain Co., has started in business on his own account and will do a grain brokerage business.

Bison, Kan.—Henry Clemmons of Stockton, Kan., has traded Nebraska land for the plant here of the Bison M. & Elvtr. Co. He intends to install new machinery.

Hazleton, Kan.—E. W. Olson has purchased J. P. Charles' elvtr. at this place and will take possession May 1. Mr. Olson is now mgr. of the farmers' elvtr. at Ford, Kan., and will resign May 1.

Greensburg, Kan.—I manage the elvtr. of the C. A. Tabb Grain Co., successor to the Greensburg Grain Co.—E. R. Smith. This elvtr. belonged to C. R. Rixon, who recently entered into partnership with the Tabb Co.

Winfield, Kan.—C. C. Davies, a grain buyer who had operated several years thru southern Kansas and northern Oklahoma, was found dead in bed, Feb. 9, when entrance was forced to his residence in Winfield.

New Salem, Kan.—The grain trade at this point is fast changing from wheat and corn to kaffir corn. In the last year I have handled 65 cars of kaffir corn, while but 17 the season before, and next season I expect to handle 100 cars.—W. R. Coffey.

Leavenworth, Kan.—We have let the contract for erection of our new fireproof, 250,000-bu. elvtr. to the Barnett & Record Co. It will consist of 18 concrete tanks 16 ft. in diameter and 90 ft. high, located adjacent to the mill and equipped to handle 8,000 bus. of wheat per hour. It will be operated thruout by separate electric motors for handling the various equipment.—E. D. Lysle, pres. J. C. Lysle Mlg. Co.

Logan, Kan.—The Farmers Union has purchased a site, on which it may erect an elvtr.

Maplehill, Kan.—H. G. Adams is erecting a 12,000-bu. elvtr. of studded construction, iron clad, with feed mill in connection. Frank Kaucher has the contract. Equipment will include two large sized feed grinders, one 300-bu. corn sheller and three stands of elvtrs.

Salina, Kan.—Frank Goodnow, who died recently, is believed to have built the first elvtr. in Kansas. It still stands as the original part of Elvtr. A of the Shellabarger M. & Elvtr. Co. It was built in 1875 by Frank F. Goodnow & Co., whose firm name was subsequently changed to the Salina M. & Elvtr. Co. The house was afterwards sold to D. S. Shellabarger.

Wheaton, Kan.—I contemplate rebuilding the elvtr. I purchased from the Hauck Elvtr. Co. and will need a fine grade of up-to-date machinery of all kinds. Will use a carrier from railway tracks to coal bins over 50 ft. and elevate the coal similar to grain. Don't know yet whether will contract or build personally.—J. S. Force. Mr. Force has incorporated the Force Elvtr. Co. to operate his elvtr. F. C. Force is mgr. and W. C. Kiely mgr. for the seed department.

Topeka, Kan.—The supreme court of Kansas has refused the application of the state grain inspection department to have the inspection and weighing fees, held by the clerk of the court and now amounting to some \$8,000, turned over to the department. Employees of the department have received no wages for a couple of months and the chief inspector has drawn no salary for half a year. All the fees are paid into court to await the final decision in the suit to determine the constitutionality of the law.

Wichita, Kan.—R. R. Sherar, member of the Wichita Board of Trade, died at his home in this city, Feb. 6, after a two weeks' illness with pneumonia, aged 42. Interment was at Latham, Kan., his boyhood's home. He came to Wichita about four years ago and was associated with A. W. Elwood in the Union Grain Co. Two years ago he disposed of his grain interests and bot the Daily Livestock Journal. He was an aggressive business man and won the respect and confidence of a large acquaintance in the two industries. He is survived by his widow and five children, his mother and a sister.

KENTUCKY.

Paducah, Ky.—C. C. Davis contemplates erecting an elvtr. and an exchange depot.

Hawesville, Ky.—I intend to add a line of flour and feeds to my elvtr. business.—Geo. Bentley, mgr. Hawesville Elvtr. Co.

Paris, Ky.—Chas. R. Turner, feed dealer, has filed a petition in bankruptcy, scheduling his liabilities at \$50,000. His assets are small.

Louisville, Ky.—Harry H. Bingham of the Bingham-Hewett Grain Co. has been re-appointed chairman of the grain com'te of the Board of Trade. The other members are: Alfred Brandeis, Charles T. Ballard, F. C. Dickson, A. C. Schuff, R. L. Callahan, Wm. M. Atkinson, C. A. Edinger, F. N. Hartwell, L. C. Ewing, John Raidt and C. M. Bullitt.

Louisville, Ky.—Conforming to the agreement with the com'te of the Illinois Grain Dealers Ass'n which recently visited this city, the Louisville Board of Trade on Feb. 17 issued its first card of "Grain Information," stating exactly into what grades the receipts of corn, oats, wheat and rye are inspected each day. Besides the number of cars of each grade the card gives the minimum discounts for off grades established daily by the discount com'te. On Feb. 17, for example, the discounts were No. 4, 2c; Sample, 4c; and No. Grade, 6c, below No. 3. Compiled under direction of the grain com'te and from official records of the grain inspection department, this card will show shippers that no discrimination is being practiced against them.

Louisville, Ky.—The Kentucky Public Elvtr. Co. has let the contract to the Western Fire Appliance Works to install the Zeleny Thermometer System in 16 tanks and 7 interspaces, 85 ft. high, under construction here by the Witherspoon-Englar Co. The reading apparatus will be located in the manager's office about 100 ft. from the tanks, and will keep him posted at all times as to the exact temperature at 326 different points in his grain, without having to step outside his office.

LOUISIANA.

New Orleans, La.—The St. Bernard Hay & Grain Co., incorporated; capital stock, \$30,000; incorporators, W. E. Gillis and Thos. D. Flynn.

Receipts of grain at New Orleans during January included 47,000 bus. of wheat, 1,209,000 of corn and 87,000 bus. of oats; compared with 3,000 bus. of wheat, 1,898,000 of corn and 30,000 bus. of oats during January, 1911. Shipments for the month included 21,680 bus. of wheat, 801,776 of corn and 2,177 bus. of oats; compared with no wheat, 1,147,528 of corn and 11,662 bus. of oats shipped in January, 1911.—H. S. Herring, sec'y Board of Trade.

MARYLAND.

Glenarm, Md.—P. Hartley's Sons will incorporate and build an elvtr. and warehouse to be operated in connection with the recently remodeled meal mill.

BALTIMORE LETTER.

The directors of the Chamber of Commerce reappointed all grain inspectors, grain weighers and track samplers, at a meeting held Feb. 14.

Corn is grading better in this market than for many seasons. Of a total of 1,169 cars received during the week ended Feb. 3, 1,090 graded contract.

No southern grain has been received in Baltimore since Jan. 8, the Chesapeake Bay and its tributaries being thoroly ice bound, which is an unusual occurrence.

By resolution of the board of directors of the Chamber of Commerce the various grain, hay and feed firms issuing circular market letters to the United States and Canada are required to file a copy of each of such letters with the traffic bureau.

The recently appointed trustees of the Baltimore Grain Clearing House have ordered the sale of all the property, machinery and equipment of the company which formerly conducted a business as driers of brewers' grains. The sale will be held March 11.

The organization of the new board of directors of the Chamber of Commerce was effected at a meeting Jan. 31. The following officers were elected: Ferdinand A. Meyer, pres., Jno. H. Gildea, Jr., vice-pres. and James B. Hessong, sec'y and treas. The executive com'te consists of Jos. M. Warfield, Chairman, Robt. L. Burwell, Wilbur F. Spice, Jas. C. Legg and Eugene Blackford.

MICHIGAN.

Fremont, Mich.—The Fremont Elvtr. Co. incorporated; capital stock, \$10,000.

St. Johns, Mich.—I will build a 20,000-bu. bean and grain elvtr.—John F. Parr.

Saginaw, Mich.—In the spring we will build a 15,000-bu. elvtr. for the exclusive handling of beans.—Brand & Hardin Milling Co.

Freeland, Mich.—Robt. Law has bot the interest of Mr. Beach in the firm of Barbarin & Beach. Law & Barbarin will continue the business.

Saginaw, Mich.—Hart Bros. have completed a new 60x80-ft. bean warehouse and will install two more Giant Bean Pickers, made by A. T. Ferrell & Co. They will then have a weekly capacity of from 7 to 10 cars of clean beans.

Traverse City, Mich.—The Eureka Mill & Elevtr. Co. incorporated; capital stock, \$30,000.

Birch Run, Mich.—Fire caused by an overheated stove destroyed my office on the night of Jan. 15, the loss amounting to \$5,000, with no insurance. The books in the safe were intact but a great many records not in the safe were lost.—Chas. Wolohan.

Saginaw, Mich.—Piles are being driven by Whitney Wells on the west side of the Saginaw river to test the solidity of the soil for the foundation for an immense elevtr. and warehouse to be erected by C. K. Eddy & Sons, who have retained Jno. H. Plomshield of Bay City as consulting engineer.

Detroit, Mich.—Our new elevtr. will have a capacity of 250,000 bus. and our receiving house will have equipment to unload 10,000 bus. per hour from vessels, as well as excellent rail facilities. When completed our mill and elevtr. will be the only one in Detroit with dock privileges.—The Commercial Mfg. Co.

Kalamazoo, Mich.—We have recently purchased the elevtrs. of W. J. Thomas at Schoolcraft, Flowerfield and Morepark, as he is retiring from the grain business. We have an elevtr. and warehouse here and with the string just bot have a total storage capacity exceeding 100,000 bus.—Geo. E. Little Elevtr. Co.

Akron, Mich.—John Morford, in charge of the bean room of the Hess Elevtr. Co., and Alfred Bloomfield, prop. of the local hotel, are charged with the larceny of four bags of beans, valued at \$25, from the elevtr., it being alleged that Morford took the beans from the elevtr. at night on a sled to Bloomfield's barn and that Bloomfield had a guilty knowledge of the affair.

Detroit, Mich.—The abolishment of the Remsen board of reference, to which all disputed questions as to the administration and enforcement of the pure food law are referred, is being strenuously opposed by boards of trade, shippers and grain men, who are deluging their congressmen with protests against the concentration of the power of the board in one man and asking a continuance of the present arrangements. The Detroit board of trade holds that it is the general opinion of grain growers and shippers that there should be a board of reference on appeal on disputed questions from any opinion formulated by the bureau of chemistry in regard to the pure food law, and it vigorously protests against the concentration of the power of the board, as dangerous to the interests of every farmer and shipper of grain in every state.

MINNESOTA.

Dundas, Minn.—The Great Western Mfg. Co. will build an elevtr. in the spring.

Fox Home, Minn.—I am now located here.—C. A. Hansen, former agt. Western Elevtr. Co., Verdi, Minn.

Buffalo Lake, Minn.—C. Steinkopf, owner of elevtrs. here and at Hutchinson, is making a trip to Florida and Cuba.

Pemberton, Minn.—The Todd Grain Co. will begin the erection of a new elevtr. as soon as the cold weather breaks.

Middle River, Minn.—Farmers will hold a mass meeting Mar. 1, for the purpose of organizing a farmers elevtr. company.

Mentor, Minn.—It is reported that the elevtr. of the Mnpls. & Northern Co. will be leased and operated by an independent buyer.

Minneota, Minn.—A farmers' elevtr. company is being organized by O. L. Orson, to build an up-to-date 30,000-bu. elevtr. at this station.

Red Lake Falls, Minn.—L. J. O'Neill is sec'y of the recently organized Farmers Elevtr. Co. which will build a modern elevtr. in the spring.

Litchfield, Minn.—The Meeker County Farmers Co-operative Club decided, at its recent annual meeting, to organize a farmers elevtr. company.

Porter, Minn.—The elevtr. of the Western Elevtr. Co. at this station has been closed this year. I am now agt. for the Eagle Roller Mill Co.—H. W. Speight.

Duluth, Minn.—Sam Hoover has taken over the interest of his partner, Hans Sorenson, in the Sorenson Grain Co. and will conduct the business in future.

Janesville, Minn.—Farmers of this vicinity held a meeting Feb. 19, to consider the advisability of building an elevtr., and 70 of them signed an agreement to become stockholders.

Winona, Minn.—The Winona-Minnesota Land Co. incorporated to carry on a general grain business, operate country elevtrs. and deal in lands; capital stock, \$100,000; J. E. Martin, pres.

Duluth, Minn.—The first 300 carloads of the millions of bushels of Canadian grain to be stored at the Twin Ports have been received at the local elevtrs. Over 900 cars are now enroute for this city.

Duluth, Minn.—Twenty boys were recently placed under arrest at the instance of a Soo Line special agt., charged with robbing a loaded grain car of more than 100 bus. of grain. One of them was fined \$5 and costs.

Nicollet, Minn.—About the middle of March we will tear down the coal sheds attached to the elevtr. purchased from G. W. Van Dusen & Co., Sept. 25, 1911. Move to this place Elevtr. No. 2 to be used for coarse grains, erect 10 coal bins and make other improvements.—A. P. Anderson, sec'y Nicollet Farmers Exchange Co.

Receipts of grain at Duluth during January included 707,587 bus. of wheat, 220,912 of oats, 26,466 of barley and 12,683 bus. of rye; compared with 1,268,794 bus. of wheat, 174,486 of corn, 98,377 of oats, 96,058 of barley and 118 bus. of rye during January, 1911. Shipments for the month included 174,071 bus. of wheat, 1,571 of corn, 71,698 of oats, 63,474 of barley and 5,574 bus. of rye; compared with 42,595 bus. of wheat, 72 of corn, 80,248 of oats, 5,384 of barley and 102 bus. of rye shipped in January, 1911.—Chas. E. Macdonald, sec'y Board of Trade.

Duluth, Minn.—The investigations begun by the State Railroad & Warehouse Commission at Minneapolis and St. Paul are being continued in this city and include both grain and produce dealers. The work is a further step in the commission's campaign begun a month ago to compel all commission dealers to take out a state license, when it arrested eleven merchants in Minneapolis, all of the cases resulting in conviction. There are at present 76 licensed grain and produce commission merchants in Duluth. Several complaints have been received by the commission from farmers residing in the country for which Duluth is the market, regarding unsatisfactory returns from certain firms to whom products were sent to be sold, and these will receive special investigation. In addition, the special agt. will make a general survey of the entire field to determine whether there are any unlicensed dealers doing business as commission merchants.

St. Paul, Minn.—The question of jurisdiction over the proposed grain testing laboratory to be established by the state railroad commission was carried to Governor Eberhart, Feb. 19, by members of the State Board of Grain Appeals. The board has for a number of years been advocating the establishment of such a laboratory in order to better enable it to establish grades of grain and has sent bills for the necessary appropriation to the Legislature, which, however, were defeated. Now the commission proposes to establish the laboratory out of the balance of the grain inspection fund, which meets with the entire approval of the board of grain appeals, but the members feel that the choice of the commission of the chief grain inspector, who is appointed by it, as head of the laboratory, would place them in a peculiar position as they are asked to pass on appeals from the inspector's department and would be compelled to go to the laboratory under the inspector for information.

Emmons, Minn.—Farmers in this vicinity have organized a stock company to buy grain and livestock and will erect an elevtr. during the summer.

Stewart, Minn.—E. M. Hanson & Co. recently bot the elevtr. which they have leased for a number of years from Frank Sugden, the price being \$3,000.

MINNEAPOLIS LETTER.

Application for membership in the Chamber of Commerce has been made by Geo. E. Robson of Duluth.

The Milwaukee Elevtr. is being equipped with the Automatic Hot Journal Alarm System by the Western Fire Appliance Works.

As the Minneapolis Chamber of Commerce is exclusively a grain exchange, it is proposed that its name be changed to the Minneapolis Grain Exchange.

The following were admitted to membership in the Chamber of Commerce in January: Frank A. Hubbs, Jacob Kunz, DeWitt V. Hales and A. E. Zonne.—John G. McHugh, sec'y.

Positions on the state board of grain appeals, caused by the retirement of A. W. Evenson of the Minneapolis board and Hans T. Borge of the Duluth board, are in great demand and scores of applications have been made for them.

Jeffrey J. Brooks, grain buyer for Bernhard Stern & Sons of Milwaukee; E. A. Smith of the American Linseed Oil Co., Duluth, and Harry J. Dittenbaugh of Kansas City have applied for membership in the Minneapolis Chamber of Commerce.

Valentz Plis, a grain shoveler in the elevtr. of the Washburn-Crosby Co., in attempting to throw a grain door into a moving box car, was caught between the door and an iron column near which he was standing and almost instantly killed.

Geo. C. Bagley, pres. of the Bagley and the Atlantic Elevtr. Companies, who recently went south to look after his rice interests, is reported seriously ill with pneumonia at the home of his Louisiana mgr., S. J. Welch, at Vinton, La. His wife and son were notified and are now with him.

Receipts of grain at Minneapolis during January included 8,101,510 bus. of wheat, 581,130 of corn, 954,680 of oats, 1,266,800 of barley and 134,500 bus. of rye; compared with 8,088,870 bus. of wheat, 1,155,500 of corn, 959,400 of oats, 1,532,110 of barley and 126,020 bus. of rye in January last year. Shipments for the month included 1,591,630 bus. of wheat, 282,500 of corn, 988,160 of oats, 1,208,000 of barley and 79,490 bus. of rye; compared with 1,347,550 bus. of wheat, 580,100 of corn, 1,021,020 of oats, 1,112,650 of barley and 45,760 bus. of rye shipped during January, 1911.—John G. McHugh, sec'y Chamber of Commerce.

MISSOURI.

Skidmore, Mo.—I will repair my elevtr. soon.—E. Bosley.

Barnett, Mo.—The Barnett Elevtr. Co., incorporated; capital stock, \$5,000.

Vandalia, Mo.—J. F. Coontz has succeeded Coontz & Kendrick.—E. K. Butts.

Old Monroe, Mo.—We contemplate erecting an elevtr.—Hemmersmeyer & Piper.

Levasy, Mo.—Tom Hedrick of Buckner is scoop shoveling here.—Louis Welpman.

Fairfax, Mo.—J. O. McClintock has purchased the elevtr. of M. F. Hackett & Sons.

Center, Mo.—J. R. Smith and E. W. Keithly have bot the elevtr. of Carter, Shepherd & Co.

Monroe City, Mo.—Tooley & Dawson have bot the grain and feed business of Green & Maxwell.

Hale, Mo.—C. B. White and M. Lester are scoop shoveling at this station.—Avery Grain & Implt. Co.

Bethany, Mo.—Nordyke, Walker & Meyers are out of business. We are the only ones in the grain business here now. We have bot a large warehouse at the track and will build an elevtr. in the spring.—Bethany Mill & Elevtr. Co.

Corning, Mo.—Farmers are organizing an elvtr. company here.

St. James, Mo.—Schneider Bros. Tie & Timber Co. is scoop shoveling at this station.—Wm. Hellar, Jr.

Kansas City, Mo.—Daily reports of elvtr. stocks of kafir corn have been made since Feb. 6 by Sec'y E. D. Bigelow.

Richmond, Mo.—We ship and buy all the grain here and also buy at Rayville and Swanwick.—O. N. Hamacher & Son.

Jamesport, Mo.—Musselman Grain & Seed Co. will build an elvtr. here as soon as it gets a lease from the railroad.

Seneca, Mo.—During heavy grain movement we have a few scoop shovel buyers to fight.—Seneca Mill & Elvtr. Co.

Kansas City, Mo.—The membership of Earl Rankin in the Board of Trade is posted for transfer to R. W. Arndt.

Salem, Mo.—Our elvtr. is now operated by Wauson & Asbridge. We have a new warehouse of 30,000-bu. capacity.—Dye & Buckner.

Truesdale, Mo.—We are thinking of improving our elvtr. Need new machinery but have not decided on it yet.—Landwehr Bros.

Pilot Grove, Mo.—I have succeeded R. K. Roe & Son. There is one other elvtr. here, that of the Harriman Elvtr. Co.—J. E. Eichelberger.

Blackburn, Mo.—Mr. McAmos is buying snap corn on track, being a scoop shoveler. I am sole owner of the Blackburn Elvtr.—E. L. Frerking.

Asbury, Mo.—Chas. Kerr has overhauled his elvtr. and installed a Constant Sheller Feeder Outfit. Barnard & Leas Mfg. Co. had the contract.

Joplin, Mo.—The J. W. Boyd Grain & Com. Co. have installed two Richardson Automatic Scales. The P. H. Pelkey Const. Co. had the contract.

Osgood, Mo.—Chalfont & Kent have succeeded Powell & McInturf as agt. for D. H. Clark of Gault.—Le Roy F. Weston, agt. Alley Grain Co.

Wellsville, Mo.—I will install a corn meal mill for table meal and a Bowsher Feed Mill and will handle all kinds of grain, seeds, feeds and hay.—C. W. Glynn.

Matthews, Mo.—Henry Mast, who has been helping B. F. Swartz build an elvtr. here, has returned to his home in Urbana, Ill., cold weather putting a stop to the work for the present.

Kansas City, Mo.—The wheat storage capacity of the Bulte mill, operated by the Kansas Flour Mills Co., will be increased by the erection of a 225,000-bu. steel or concrete elvtr., according to present plans. The company has always been handicapped by lack of sufficient elvtr. room.

Lexington Junction, Mo.—W. A. Sisk, agt. for W. H. Perrine & Co., is bothered a good deal by scoop shoveler shippers when the wheat is of good quality and when it is off grade and runs uneven, these scoop shovelers are shy. That is not fair. We think the regular shippers ought to get the trade, as they pay all they can for grain at any and all times.—O. N. Hamacher & Son, Richmond, Mo.

ST. JOSEPH LETTER.

Corn coming in very damp and hard to handle at satisfactory prices to shipper. Discounts ranging from 3c to 5c.—F. Frederick, mgr. Gregg Grain Co.

Hay receipts heavy for the past two weeks and continue to be, quality fine. Demand is in excess of receipts.—E. F. Schreiber, mgr. Schreiber Hay & Grain Co.

Receipts in corn very liberal; grading mostly No. 3. Oats movement very light, few oats being sold for seed. Big movement of grain to the Southwest.—J. L. Fredericks Grain Co.

The plan by the Board of Trade and grain men to secure a terminal elvtr. for this city has taken definite form since the first of the year and the elvtr. will no doubt be an established fact within the

year. J. L. Fredericks, pres. of the Board of Trade, has appointed a com'te consisting of R. R. Clark, Col. John Donovan and J. O. Barkley to start the campaign for funds to finance the deal. At present this is the most important commercial problem that St. Joseph has up for consideration. It would mean that St. Joseph is to be put on the map as a grain market. It has favorable freight rates, the best agricultural section of the Missouri river valley to draw on and the best terminal facilities of any of the Missouri river crossing cities. With all these favorable factors it has no terminal elvtr. facilities and the three private elvtrs. are only able to handle the grain dealt in by private concerns. No warehouse certificates are issued against these elvtrs. and there is no warehouse system in vogue here.

ST. LOUIS LETTER.

Mrs. Barbara Deibel, mother of Fred, John C. and Louis P. Deibel, grain merchants, died recently.

Applications for membership in the Merchants Exchange have been made by F. S. Rutherford and E. E. McConnell.

Frank Goodnow, formerly in the grain business and a member of the Merchants Exchange, recently died at his home in Kansas City.

Corn is damp and hard to handle to give satisfaction to shippers, mostly grading No. 4; country thinks it should grade No. 3.—F. Frederick, mgr. Gregg Grain Co.

A protest against the move to centralize all power in enforcing the pure food law in the Bureau of Chemistry under the direction of Dr. Wiley, was recently telegraphed by Pres. Bernet of the Merchants Exchange, to the state senators and congressmen.

The following members of the Merchants Exchange have recently resigned from memberships: Howell M. Harris, Arthur Thacher, Edward L. Bartlett, Jos. Flack, T. O. Nervig, M. F. Mokler, David Carlisle, Eugene E. Wachter, Finley Darrell, James M. Carpenter, Jr., J. B. Bethune and Ernest Michaelis.

The following have recently been admitted to membership in the Merchants Exchange: Arthur Kilz, Julius B. Cronheim, Philip Zimmermann, Peter Haupt, E. J. McConnell, Christian Liesch, Fred W. Rosskopf, Edward Chas. Andrews, Jr., Edward M. Kaercher, Chas. G. Wilder, E. G. Roll and W. E. Ward.—Eugene Smith, sec'y.

The following have availed themselves of the recent decision of the directors of the Merchants Exchange in reference to purchasing and cancelling memberships for \$150 each: Wm. Pickel, F. Kohl, G. A. Niemann, all of Venice, Ill.; W. Denton, Leavenworth, Kan., E. J. Rotty and E. P. Hall. Since the decision was made 17 have taken advantage of it.

The directors of the Merchants Exchange do not favor the plan of the grain men for a smoking room for non-members. They believe a system entitling non-members to floor privileges will serve better and have put the matter in the hands of Bert H. Lang, chairman of the rules com'te, to devise a system of admission cards to non-members endorsed by grain firms.

Demurrers of the United Surety Co. to the suit for \$1,440 filed by the Hubbard & Moffitt Commission Co. and the suit for \$2,407 filed by the Mechanics-American National Bank, against it as surety for Manning W. and Thomas Cochrane of the defunct Cochrane Grain Co., have been overruled by Judge Homer and the suits will be tried on their merits. The bank and the commission company allege that they held elvtr. receipts issued by the grain company which failed to deliver the grain according to the grain inspection law. The demurrer was based upon the ground that part of the grain inspection law under which the Cochrane Grain Co. was operating had been declared unconstitutional by the supreme court, but the judge ruled, however, that the bond was valid under the common law even if the warehouse act is not applicable.

NEBRASKA.

Belvidere, Neb.—A. G. Burruss is installing a feed grinder.

St. Libory, Neb.—The farmers of this vicinity held a meeting Feb. 9 and voted to build an elvtr.

Diller, Neb.—F. E. Hale, mgr. of the Farmers Grain Co., has sold his coal business to the company.

Rushville, Neb.—I have sold by business to O. M. Daniel and am out of the grain business.—G. W. Black.

Reynolds, Neb.—Gregory Bros. are installing a Eureka Grain Cleaner in their elvtr. R. M. Van Ness has the contract.

Dalton, Neb.—At the annual meeting Feb. 17, the Dalton Co-operative Society decided to either buy or build an elvtr. if the crop prospects are favorable.—James Allen, mgr.

Havelock, Neb.—James Candy, owner of the Candy Elvtr., committed suicide Feb. 16, by shooting himself in the head. Business troubles are given as the probable cause of the act.

Chalco, Neb.—I have succeeded Paul Schwemmler as mgr. of the Farmers Grain Co. and will not go to Silver Creek as agt. for the Omaha Elvtr. Co. as I formerly intended.—Robt. W. Jark.

Fairbury, Neb.—The contract for the machinery in the new mill of the Fairbury Mill & Elvtr. Co. has been let to a mill builder instead of to a contractor as reported. The building will be erected by day work by local talent.

Helvy, Neb.—Helvy Farmers Elvtr. Co. has let a contract to R. M. Van Ness Construction Co. for the erection of a 15,000-bu. elvtr., to be iron-clad and equipped with all up-to-date machinery, including New Era Manlift and hopper scale.

Fairbury, Neb.—Luther Bonham bot the Fairbury alfalfa mill Feb. 9, paying \$2,700 at the public auction held by the Bonham National Bank to cover a mortgage of \$3,316 held by it. He will resell it to J. C. McLucas, Ora Cox and a few other citizens, who will make an effort to place it in operation.

Grand Island, Neb.—Three seed testers, of 1,000 test capacity, were installed in the basement of the court house by the Commercial club for the free testing of seed corn for the farmers of this vicinity who wish to take advantage of the opportunity. The work is under the direction of Wm. Stelk, pres. of the Nebraska State Pure Seed Corn Ass'n, the week of Feb. 19 to 24 being set aside for it.

OMAHA LETTER.

The Holmquist Elvtr. Co. and Merriam & Millard will install an automatic hot journal alarm system in their elvtrs. The Western Fire Appliance Works have the contract.

The rule prohibiting non-members on the floor of the Grain Exchange unless provided by an admission ticket from the office of the sec'y will be rigidly enforced by the directors.

Edward H. Miller, who is being sought on the charge of bigamy, has not been connected with the Transmississippi Grain Co., for which he formerly traveled, for several months past.

The annual banquet to members of the official staff of the Holmquist Elvtr. Co., tendered by J. W. Holmquist, was held at the Henshaw Feb. 7. Mr. Holmquist thanked his employees and those of the Missouri Pacific for their hearty co-operation.

The enormous amount of corn recently received at this market, all of which must receive the moisture test, has kept Chief Inspector Geo. B. Powell and his assistants working overtime. The bulk of the corn grades No. 4 and "no grade" on account of the abundance of moisture.

NEW ENGLAND.

Stoughton, Mass.—The J. Cushing Co. has bot the elvtr. of I. E. Robbins.

Lisbon Falls, Me.—The grain store of Miles & Baker was burned Feb. 13, the loss amounting to \$4,800.

Yarmouth Port, Mass.—John Hinckley & Son have resumed work on the elvtr. they are erecting, the weather having moderated.

Holyoke, Mass.—W. J. Ross will build an up-to-date elvtr., equipped with modern devices for the handling and care of grain, on a spur of the B. & M. R. R.

Boston, Mass.—Fire in the office of Baird & Co., grain and hay dealers, on the fourth floor of the Chamber of Commerce building, Feb. 15, caused \$200 damage and a great deal of excitement. It was put out by fire extinguishers.

Boston, Mass.—A com'te of nine was appointed at a recent meeting of the Chamber of Commerce to attend the conference in Washington, Feb. 29, of Dr. Wiley and his Board, in reference to his interpretation of the Pure Food and Drugs Act.

Norwalk, Conn.—The Holmes, Keeler & Kent Co. recently incorporated with a capital stock of \$200,000, is the result of the merger of the Holmes, Keeler & Selleck Co. of this city and the H. M. Kent Co. of Stamford and forms one of the largest grain and wholesale grocery concerns in New England. The new corporation will continue to occupy the warehouse, elvtrs. and sales-rooms in this city and will build large up-to-date elvtrs. and warehouses at Stamford this summer. The officers of the company are: Harvey M. Kent, pres. and mgr.; Clarence E. Slauson, vice-pres. and ass't mgr.; Gilbert R. Hastings, treas.; Howard S. Bell, sec'y, and Howard L. Knapp, ass't mgr. of the Stamford house. Other incorporators and directors are: E. O. Keeler, who has been connected with the Holmes Keeler & Selleck Co. for 50 years, and who will retire from active management; E. E. Lawrence; I. M. Scofield and W. F. Ambker.

NEW JERSEY.

Edgewater, N. J.—The new plant of the Midland Linseed Co. will be in operation in about 30 days, the concrete work being finished and the installation of the machinery in progress. Jas. Stewart & Co. are doing the work.

NEW MEXICO.

Tucumcari, N. M.—Wm. Trout has bot the business of the Dodson Grain & Fuel Co.

Carlsbad, N. M.—A good opportunity to erect an alfalfa mill is presented at this city. Much alfalfa is grown in the Pecos Valley near Carlsbad, and an alfalfa mill is greatly needed. To encourage the construction of a mill land on which to erect the mill and storehouses, with switch to the Atchison, Topeka & Santa Fe R. R., will be donated by Henry Lange and his brother, who own 160 acres of alfalfa land. Mr. Lange was traveling representative of the Rice Malt & Grain Co., when the latter was in the malting business at Chicago.

NEW YORK.

Freehold, N. Y.—J. P. Hutchinson and Chas. F. Forsythe have bot the grain and hay business of T. E. English.

Rochester, N. Y.—The four-story plant of the Victor Mfg. Co., containing 25,000 bus. of wheat, was burned to the ground Feb. 18; loss \$50,000, partially covered by insurance.

Albany, N. Y.—The Union Trust Co., trustee of the Oneonta Milling Co., has bot suit against Wm. R. Conley and C. I. Oliver, trustees of the Durant & Elmore Co., to recover \$2,000 for the alleged conversion of four carloads of grain to Conley by the Durant & Elmore Co., it being claimed that they owed him that amount and gave him the four carloads in payment.

Brooklyn, N. Y.—The Brooklyn Mill & Elvtr. Co. will erect two concrete, fire-proof, up-to-date elvtrs. of 250,000 and 100,000 bus. capacity. Jas. Stewart & Co. have the contract.

New York, N. Y.—The elvtr. of Wm. H. Payne & Son, at 129th St. and the Harlem river, containing over 100,000 bus. of grain, was burned Feb. 5, causing an estimated loss on building and grain of \$150,000. Much of the grain was saved by towing boatloads out into the river, but 60,000 bus. was destroyed. The fire spread to the company's mill, but that building was saved.

Brooklyn, N. Y.—Mrs. Mary Brown and Annie Feaney, widows of two men killed last March in the collapse of the floor of the building occupied by Wm. and Otto Gleischman, grain and feed dealers, have been awarded judgment for \$8,000 each against the firm. The plaintiffs claimed that the building was not kept in proper repair and that attention had been called to the decaying floor beams.

New York, N. Y.—The fiftieth anniversary of the granting of the present charter of the Produce Exchange will be celebrated Apr. 19, with a fitting ceremony. Jno. Aspegren has been appointed chairman of a representative com'te to make arrangements, the com'te consisting of E. G. Broenniman, L. G. Leverich, W. H. Douglas, E. G. Burgess, W. B. Pollock, F. A. Ferris, P. P. Williams, S. F. Engs, E. A. DeLima, Chas. Rohe, Jr., S. C. Delavan, Geo. A. Zabriskie, E. Pfarrius and H. B. Day.

BUFFALO LETTER.

Spontaneous combustion is alleged to have caused a fire in the elvtr. of the Buffalo Cereal Co. Feb. 6, damaging the elvtr. to the amount of \$1,000.

A 50,000-bu. elvtr. will be erected by A. Nowak & Son, to replace the one burned Dec. 13. The A. E. Baxter Eng. & Appraisal Co. has drawn the plans for a building to cost \$30,000.

The answers of the Eastern Grain Co., the Iron Side Elvtr. & Transfer Co., the H. O. Co. and the Washburn-Crosby Co. to the suit bot in the U. S. District Court against them and 54 other firms and individuals connected with the Corn Exchange, by Richard S. Patterson, a grain merchant of Wilkes-Barre, Pa., were filed Feb. 17, denying the existence of an unlawful blacklisting system which Patterson alleges is maintained by the Exchange and which he declares ruined his business, and holding that no effort was made to prevent him from carrying on his business.

NORTH DAKOTA.

Drayton, N. D.—N. G. Blackseth has succeeded A. J. Felt as our agt.—Thorpe Elvtr. Co.

Lone Tree, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. is closed.—Lone Tree Farmers Elvtr. Co.

Garrison, N. D.—We have succeeded the Eureka Flour, Feed & Grain Co.—J. A. Schauer, mgr. Keim & Schauer.

Crystal, N. D.—We have recently installed a rope drive in our elvtr.—Geo. E. Springsted, mgr. Farmers Elvtr. Co.

Mylo, N. D.—J. G. Mundy has installed a mill and a cleaner in his elvtr.—R. F. Reinhardt, agt. Northland Elvtr. Co.

Solem, N. D.—The Solem Equity Exchange, incorporated to deal in grain, farm implements, etc.; capital stock, \$20,000.

Cleveland, N. D.—The elvtr. of the Cleveland Farmers Elvtr. Co. is closed for the season.—M. N. Pratt, agt. Occident Elvtr. Co.

Lisbon, N. D.—C. L. Diehl and the Equity Elvtr. & Trading Co. are out of the grain business.—Wm. M. Jones, mgr. Farmers Elvtr. & Merc. Co.

Gwinner, N. D.—I have succeeded A. G. Longbolla as agt. for the Andrews Grain Co., having formerly been agent for the Minn. & Northern Elvtr. Co. at Perley, Minn.—Theo. Odegard.

Sheyenne, N. D.—A. G. Becher is now agt. for our company.—Monarch Elvtr. Co.

Jessie, N. D.—The elvtr. of the Jessie Farmers Elvtr. Co. recently burned, causing a total loss; insurance \$6,000.

Brocket, N. D.—I have succeeded I. E. Officer as agt. for the Equity Elvtr. & Trading Co.—J. S. Robinson.

Cando, N. D.—We expect to install an automatic shipping scale in our elvtr. this season and to make other improvements.—Cando Flouring Mills.

Langdon, N. D.—The elvtr. of the North-western Elvtr. Co., which has been closed since October, has been leased by the Cargill Elvtr. Co., whose house burned Jan. 15.

New Leipzig, Morton Co., N. D.—Mail for the three elvtrs. in this town should be addressed to Lawther, the town name having been officially changed.

Fairdale, N. D.—I understand that Haug & Soleberg are talking of installing an automatic scale in their elvtr.—C. R. Johnson, agt. Woodworth Elvtr. Co.

Colgate, N. D.—Mr. Antoneson has succeeded G. E. Pope as mgr. of the Colgate Farmers Elvtr. Co.—C. R. Johnson, agt. Woodworth Elvtr. Co., Fairdale.

Kelso, N. D.—The Farmers Elvtr. Co. will make repairs on its elvtr. in June and also install new machinery.—J. W. Shinnick, mgr. Equity Elvtr. & Trading Co.

New Leipzig, now Lawther, N. D.—The Farmers Equity Union is well organized and will build an elvtr. if we have a crop.—G. D. Riesland, mgr. J. S. Birdsall.

Buchanan, N. D.—A. E. Rieman, formerly agt. for the Occident Elvtr. Co., will take charge of an elvtr. near Valley City for the winter, returning to the Occident Elvtr. Co. in the summer.

Deering, N. D.—E. D. Malden, traveling sup't for the Imperial Elvtr. Co., has been in consultation with local agt. D. E. Luhrs in reference to making improvements at the elvtr. in the spring.

Belfield, N. D.—Our house is not closed as reported, as it has been open since I took charge Sept. 15, 1911. The elvtr. has a capacity of 45m.—N. J. Steffen, mgr. Belfield Farmers Elvtr. Co.

Chama, N. D.—The Farmers Co-operative Grain Co. incorporated; capital stock, \$25,000; incorporators, F. J. Hill, Beach; Chas. Kramer and C. H. Smith, Sentinel Butte. This will be the main office of the company.

Edmunds, N. D.—To the list of the "North Dakota Grain Elvtr. Operators" should be added: Pettibone, N. D.—Regan & Lynnes, E. 20m. Woodworth (formerly Gem.) N. D.—Ed. Alfisen, E. 40m.—Ed. Alfisen.

Mott, N. D.—We landed the county contract for 11,400 bus. of wheat and 11,000 bus. of oats for seed to be furnished to the needy farmers, to be delivered from the elvtr.—L. V. Duncanson, mgr. Occident Elvtr. Co.

Galchutt, N. D.—The elvtr. of the Brown Grain Co. was closed Dec. 2. Wm. Roberts, who bot the elvtr. of the Imperial Elvtr. Co. Oct. 20, 1911, has closed the elvtr. and removed the machinery.—O. A. Klubherud, agt. St. Anthony & Dakota Elvtr. Co.

Leal, N. D.—The elvtr. of the Woodworth Elvtr. Co. has been closed. C. E. Smith is now agt. for the Osborne-McMillan Elvtr. Co., W. F. Beacham is buyer for N. J. Olsen & Sons, and Jno. Widdifield, mgr. of our elvtr.—Leal Farmers Exchange.

Alfred, N. D.—There is some talk of rebuilding the elvtr. of the Farmers Elvtr. Co. which burned Feb. 21, 1911; in the meantime the company is out of business. W. White is agt. here for the Dakota Grain Co. of Edgeley, N. D.—Frank Boldt, agt. Powers Elvtr. Co.

Concrete, N. D.—To the directory of "North Dakota Grain Elvtr. Operators" should be added: Concrete, N. D.—Farmers Elvtr. Co. of Crystal, E. 20m., Geo. Sonsterud, agt. Gardar, N. D.—Farmers Elvtr. Co. of Crystal, E. 25m., E. O. Helgason, agt. Mountain, N. D.—Farmers Elvtr. Co. of Crystal, E. 30m., C. Hallson, agt.

Marmarth, N. D.—K. Hoban has succeeded Frank Sattler as agt. for The Western Lbr. & Grain Co.

OHIO.

Clarksville, O.—D. C. Austin has equipped his elvtr. with a Constant Ear Corn Feeder Outfit.

Glendon, O.—The Dewey Bros. elvtr. was burned Feb. 21. Loss \$7,000; insurance \$5,000. It will be rebuilt.

Dodson, Brookville p. o., O.—Geo. W. Hoke has bot the elvtr. of R. C. Younce and is now operating it.

Payne, O.—The Brady Grain Co. has installed a B. S. Constant No. 2 All Iron U. S. Corn Sheller in its elvtr.

Condit, O.—I sold my business to J. L. Edwards & Co. Jan. 1 and am out of the grain business.—J. E. Pierson.

Monroeville, O.—The Bellevue Farmers Grain Co. of Bellevue will start a branch at Monroeville.—J. H. Maso, Bellevue.

Liberty Center, O.—The Liberty Center Grain & Stock Co., incorporated; capital stock, \$15,000; incorporators, M. Weakley and others.

Loudonville, O.—S. S. Nau has bot out his partner, H. C. Lutz, and will continue the business, the firm of Nau & Lutz having been dissolved.

Cincinnati, O.—A jubilee meeting was held Feb. 19, by members of the Chamber of Commerce, to celebrate the removal of the Chamber to its new quarters.

Dawson, O.—I have sold my elvtr. at this station to H. I. Staley of Quincy, O., who will give it his personal attention, taking charge at once.—J. W. Simmons, Pembrton.

Cincinnati, O.—The Ferger Grain Co. incorporated to take over the business of A. Ferger & Co., operating elvtrs. and hay warehouses in this city; capital stock, \$150,000.

Mt. Sterling, O.—The Sterling Grain Co. incorporated; capital stock, \$15,000; incorporators, Geo. Weidinger, Chas. W. Rife, Arthur Weidinger, Flora Weidinger and C. M. Neff.

Harpster, O.—The Harpster Elvtr. Co., composed of farmers in this vicinity, under the leadership of C. H. Lewis, was recently organized and has bot the elvtr. of C. F. Barnhouse, taking possession Feb. 1.

Toledo, O.—The Lake Erie Elvtr. Co. will improve the East Side Elvtr. of the C. H. & D., which it operates, adding a concrete and steel drying house 30x34x60 ft. The work will be done by the Ellis Drier Co. and will cost about \$17,500.

Lima, O.—A. T. Ward is forming a company to build a large terminal elvtr. here. The elvtr. will be of concrete construction and cost about \$50,000, having a transfer capacity of 25 cars a day. An option on a site has been secured and the plans are under way.

Christiansburg, O.—We bot the plant owned by Adam Bright and operated by Bright & Son, at public auction Feb. 10, and will operate it under the name of Shepard Bright & Co. The members of the firm are Geo. W. Shepard, Otis M. Shepard and Cory L. Bright.—Shepard Bright & Co.

Mansfield, O.—The Goemann Grain Co. has let the contract for the addition to be made to its plant, consisting of 10 reinforced concrete tanks having, with the interspace bins, a total capacity of 300,000 bus., to the Jno. S. Metcalf Co. Work will be commenced as soon as the weather permits. The estimated cost is \$50,000.

Wooster, O.—A new disease of corn, which it is estimated destroyed 1/3 of last year's crop, valued at \$20,000,000, has been named *Cornosporium* and the experiment station here has applied to the state emergency board of officials of the Ohio agricultural experiment station for \$2,000 to conduct a thoro investigation with a view of exterminating it. Immediate action is urged so that an expert can get to work before Mar. 1.

Arcanum, O.—West & Whaley have taken over the elvtr. of Terrill & Cooper.

Cleveland, O.—A grain board that will meet daily and bid for the grain and hay that comes to Cleveland and fix a local market for these commodities is being organized and practically every grain elevator company and every large wholesale dealer in grain or hay will become a member of the board, which in a few days will ask for a charter from the Chamber of Commerce permitting it to hold its meetings and do its trading as a branch of that organization. H. W. Strauss in speaking of the movement says: We have a temporary organization that has been working for some time in a crude way. W. A. Bennett, a dealer, is the temporary chairman of it. There will be between fifteen and twenty grain elevator men in the organization when it is complete.

Lima, O.—The Hay & Grain Producers & Shippers Ass'n of Northwestern Ohio held another large and enthusiastic meeting Feb. 9 at the Lima House. Pres. W. T. Dolbey failing to arrive on time, Sec'y Riddle called the meeting to order at 11:30 a. m. and read a letter from State Sec'y J. W. McCord calling attention to a new fungous disease as partly responsible for the serious condition of the corn crop. After a discussion, the following resolution was passed: Resolved, That it is the consensus of opinion that to a marked degree the present damaged condition of corn is due to a fungous disease and that the interests of producers and shippers will be conserved by our appealing for necessary financial support to the end that the state experimental stations may find a remedy for the disease, and we hereby petition the State Emergency Board to appropriate \$2,000 for this purpose. The first question discussed at the afternoon session, over which Pres. Dolbey presided, was "The Moisture Tester and Does it Pay to Maintain One?", it being decided in the affirmative. The insurance question was discussed by J. W. McCord, followed by a general discussion of "Shippers Weights vs. Receivers Weights; What is Wrong? What is the Cure?" and the matter of securing a man to test all scales in the territory was left with the scale com'te. The discussion of the question of the preferences of the "call" market at Toledo over the "cash" market resulted in the passing of a resolution that it was the consensus of opinion of the ass'n that the Toledo "call" should be given a wider publicity, and cash prices either eliminated or published as the prices at the elvtr., subject to elevating and storage charges. A. T. Ward of Lima delivered an address on the subject of the recent pure food rulings, and in speaking of the necessity and advisability of drying corn before shipment, advocated the establishment of large drying plants at interior junction points over the grain sections, saying that he doubted the practicability of the installation of driers in the country elvtrs. He is of the opinion that Lima offers special inducements for a central drier, owing to its accessibility from the grain section and the number of railroads centering here, and said: The erection of such a plant is contemplated, and I believe it will save shippers from this territory many thousands of dollars on their next crop of corn, by reason of being able to dry it before it has an opportunity to decompose, and it will make the chances of loss through confiscation practically nothing. An evening banquet tendered the elvtr. operators by the millers of the territory closed the program.

OKLAHOMA.

Chelsea, Okla.—W. J. Strange, mgr. of the Chelsea Elvtr. Co., has filed a complaint against the Frisco R. R. Co., with the corporation commission of Oklahoma, alleging that he has been unable to obtain three empty freight cars for grain shipments, altho he has asked for them repeatedly and ten or twelve "empties" are standing on a siding within 20 miles. He states that he has been unable to secure any of them.

Carmen, Okla.—The Regg Grain Co. is operating the elvtr. owned by Edward M. Kelly of Wichita.

Checotah, Okla.—The elvtr. of the Checotah Mill & Elvtr. Co. burned recently, the loss amounting to \$7,500.

Oklahoma City, Okla.—The annual meeting of the Oklahoma Grain Dealers Ass'n will be held here Tuesday and Wednesday, May 21 and 22.

Camargo, Okla.—The Alva Roller Mills will erect an elvtr. here and also one at Vici, stations on the railroad now being built. The P. H. Pelkey Const. Co. has the contracts.

Sharon, Hackberry p. o., Okla.—The recently incorporated Sharon Grain Co. is building an 8,000-bu. elvtr. Headquarters will be at Woodward, Okla., L. O. Street being mgr.

Supply, Okla.—The 10,000-bu. elvtr. of the Sappington-Larmer Grain Co. is nearing completion. The Fargo Grain, Seed & Coal Co. of Fargo is also building a 10,000-bu. shingle roof elvtr.

Oklahoma City, Okla.—E. D. Morris, formerly with the Oklahoma Export Co., has charge of the recently established branch office of the B. Strong Grain Co. of Conway Springs, Kans., in this city.

A campaign to induce the farmers of Oklahoma to plant at least a few acres of kafir corn has been started by the bankers of the state, who require from the farmer to whom they loan money on his crop, the assurance that he will plant ten acres of kafir corn for every hundred dollars borrowed from the bank.

Oklahoma City, Okla.—The new 25,000-bu. elvtr. of C. Y. Semple is completed. Power is supplied by 3 motors of 10, 15 and 20-h.p. It contains 2 Eureka Grain Cleaners, a hopper scale, 2 Richardson Automatic scales and 2 feed mills. It is of studded construction and iron clad and is 25 ft. from his 50-car hay barn.

Oklahoma City, Okla.—Frank Kammerdimer is building a warehouse and small elvtr. and will install a feed grinding plant. C. Y. Semple is building a feed mill in connection with his warehouse. R. E. Robey will have charge of the sales dept. J. H. Moore has left for parts unknown. The Western Produce & Grain Co., which operated a feed mill at Mooreland, has discontinued. Major Moberly has charge of the scales dept. of the feed mill of P. P. Dismukus. The demand for feed has greatly exceeded the supply. All mills are grinding kafir.

OREGON.

Dalles, Ore. — The recently completed grain storage of the Wasco Warehouse Mfg. Co. comprises nine grain bins in the main building of concrete and six large round and two square grain bins seven stories high to the south of it on an L, giving it a total capacity of 200,000 bus.

PENNSYLVANIA.

Scottsdale, Pa.—An elvtr. has been added to J. E. Fritz' mill.—L.

Riceville, Pa.—Arthur Westgate, Jacob Heinebaugh and Laverne Greeley have applied for a charter to deal in grain.—L.

Wilkes-Barre, Pa.—C. F. Dyer & Son have retired from the grain buying business, returning to farm life near Dover, Del.

North East, Pa.—The Blaine, Mackay Lee Co. has installed a 50-ft. Constant "Safety" Ball Bearing Man-lift of special size in its elvtr.

Bowers, Pa.—Jacob Hoch of Rockland has bot the business of W. W. Feick & Co., Mr. Feick having purchased a grain and coal business in Kutztown.

Pittsburgh, Pa.—Dealers here report that receipts are fairly heavy considering the extreme cold weather and that prices are very firm. Demand is better in the country towns than here.—L.

Pittsburgh, Pa.—The Pittsburgh Grain & Flour Exchange is having the most interesting meetings this week in its history. A few new members have been admitted and the "Board" dealings are lively and interesting. The Exchange is in splendid condition and has some new projects on hand which will do much to help business in this city.—L.

PHILADELPHIA LETTER.

Ways and means of establishing an export buro for the perfection of methods to improve the export trade at this port are being considered by the Chamber of Commerce.

The policy of the city administration in making plans to expend \$20,000,000 on harbor and port facilities is being enthusiastically endorsed by prominent grain shippers of this city.

Condolences are being extended to Mr. William J. McMullin of the former grain concern of that name upon the sudden death of his wife, who was killed in a runaway accident in Fairmount Park last Sunday afternoon.

Exports of wheat in January were greatly increased over the total exported in January, 1911, 1,369,435 bus. being exported in last January, compared to 204,124 bus. in January, 1911. However, there was a falling off of nearly 700,000 bus. from the December output.

E. Dunwoody & Co. have received from Minneapolis the largest car of oats ever sent to Philadelphia. The shipment consisted of 3,000 bushels and the weight per bushel was 43 pounds. The oats were raised in Manitoba in a section made fertile by irrigation and local experts say that it is the finest shipment ever received here.

Samuel L. McKnight, former president of the Commercial Exchange, was given a dinner at the Union League last week by members of the Exchange, as an act of appreciation for Mr. McKnight's services as president of the Exchange for two terms. Informal addresses were made by President Antonio Sans and several of the other officers.—C.

At a meeting of the Board of Directors of the Commercial Exchange resolutions were passed authorizing Frank E. Marshall, Secretary, to communicate with Dr. Harvey Wiley of the Federal Pure Food Department, asking for further information regarding his attitude toward "sulphurized" oats. The Exchange is heartily in favor of the government's efforts to standardize grades, but it is felt by many of the members that Dr. Wiley's views are a little unjust to the shipper.—C.

SOUTH DAKOTA.

Krandsburg, S. D.—It is reported that farmers of this vicinity will build an elvtr.

Bonesteel, S. D.—Crilly Bros. bot the elvtr. of the South Dakota Grain Co. Jan. 1.—F. M. Wright, mgr.

Farmingdale, S. D.—Lee Hibbs has bot the grain and hardware business of Otto Raben and is in possession.

Prescho, S. D.—A. L. Farhenwald has bot back the elvtr. and store which he sold Jan. 25, 1911, to the Reetz Elvtr. Co.

Sioux Falls, S. D.—The elvtr. of Larkin & Metcalf was closed last fall owing to financial difficulties and they have no office here at present.

Philip, S. D.—We will rebuild our elvtr. at this station, which burned last September, this spring.—G. W. VanDusen & Co., Minneapolis, Minn.

Faulkton, S. D.—The county commissioners have decided to issue bonds for \$50,000 for the purchase of seed grain for the farmers of Faulk county who require it. Not over 100 bus. will be given to an applicant.

Diamond, S. D.—Chas. and Andrew Lindquist, who were forced into bankruptcy last fall by the farmers of Robb county, have made arrangements to reopen their two elvtrs. and will pay all creditors in full.

Colton, S. D.—We are not in the grain business this year.—Hundemer & Larson.

Geddes, S. D.—The Farmers Co-operative Elvtr. Co. will replace the elvtr. burned Jan. 29 with a large up-to-date building of 50,000 bus. capacity, equipped with all modern machinery, double dump and two sets of elevating spouts.

Verdon, S. D.—The six elvtrs. of the defunct South Dakota Grain Co., located at Prentford, Stratford, Nahon, Randolph and Verdon, together with 2,000 bus. of seed wheat, 800 tons of coal and two cottages, were sold at auction Feb. 24.

SOUTHEAST.

Ittabene, Miss.—The Ittabene Compress Co. has filed an amendment to its charter to do a general commission and brokerage business in grain, increasing its capital stock from \$30,000 to \$50,000.

Elkins, W. Va.—We are figuring on erecting a 60x60 elvtr. or storage warehouse, two or three stories high, this spring. Our land is lower than the track from which we shall unload grain and we will unload on a level with the second story.—R. Darden, mgr. The Darden Co.

TENNESSEE.

Dyersburg, Tenn.—J. F. Titus has been awarded judgment for \$15,000 against the defunct H. A. Klyce Co. When the company failed three years ago, its assets were the elvtr. and mill here and the creditors were promised 25% of their claims in cash and 15% was secured by a note made in favor of Titus, as trustee for the creditors. Titus sued for the balance when the company paid 2% only.

TEXAS.

Pampa, Tex.—Farmers are thinking of organizing an elvtr. company.

Winters, Tex.—A certificate of dissolution has been filed by the Winters Mill & Elvtr. Co.

Sweetwater, Tex.—The mill and elvtr. of the Sweetwater Mill & Elvtr. Co. was burned to the ground Feb. 9, the loss amounting to \$35,000; insurance \$17,000.

Fort Worth, Tex.—The Fort Worth Grain & Elvtr. Co. has succeeded the New Fort Worth Grain & Elvtr. Co., the word "new" being dropped from the title; no other changes were made.

Fort Worth, Tex.—We have increased the capital stock of our company from \$150,000 to \$250,000 fully paid. We have also completed a 70x20 ft. absolutely fireproof warehouse.—The Fort Worth Elvtrs. Co.

Mineral Wells, Tex.—The two-story brick building and the stock of the Mineral Wells Grain & Feed Co. was damaged by fire Feb. 8, to the extent of \$5,000; total insurance on building and stock was \$8,000.

Houston, Tex.—The plants of the Industrial Rice Mfg. Co. and the Southwestern Rice Co. were burned Feb. 21, when fire swept the eastern portion of the city and caused an estimated loss of \$10,000,000.

Fort Worth, Tex.—The germinating season for corn now being at hand, I strongly urge that our members exercise great care in purchasing that grain from the northern markets. I am informed that grain bags manufactured from cotton are now just about the same price as burlap bags. Will it not be a good idea for our members to urge the use of cotton bags for grain and grain products, thereby increasing the demand for cotton? The cotton bags are manufactured in Texas, and their use will tend to assist in keeping Texas money in Texas.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

UTAH.

Murray, Utah.—A stock company composed of members of the recently organized Salt Lake County Poultry Ass'n will be organized to build an elvtr. at this station, to cost \$1,500.

WASHINGTON.

Mansfield, Wash.—The Mansfield Elvtr. Co. has doubled its capital stock, it now being \$24,000.

Seattle, Wash.—The charge of 9c per ton for delivering wheat on the deck or in the hold of a steamship will not be paid hereafter by the trans-pacific buro of transportation, according to a notice recently sent to grain shippers by the buro, which insists that the grain to be shipped be delivered on the dock at the ship's tackle. The grain men say that elvtrs. and warehouses have been especially equipped with electric conveyors and other devices to give vessels quick dispatch in loading and that the charge of 9c per ton has been in force for years at all the prominent Pacific coast ports from San Francisco north.

WISCONSIN.

Reedsburg, Wis.—The H. M. Johnston Co. will build a grain and potato warehouse in the spring.

Elmwood, Wis.—It is reported that the American Society of Equity will build an elvtr. here.

Washburn, Wis.—Farmers in the vicinity of Chequamegon Bay will erect an elvtr. in the spring.

Marion, Wis.—The Potratz & Fuchs Co. has bot the elvtr. of The Finsterwald Co., paying \$4,500.

Merrill, Wis.—Robert White will be in charge of the new elvtr. to be built by the Merrill Mercantile Co. in the spring.

Oconto Falls, Wis.—I understand that the American Society of Equity will build an elvtr. at this station.—J. N. Bassett, Lena, Wis.

Reedsburg, Wis.—The Farmers Co-operative Warehouse Co. has been organized by a hundred farmers in this vicinity and will be incorporated.

Rice Lake, Wis.—The Osceola Mill & Elvtr. Co. has leased the warehouse of the Equity Produce Co., which is endeavoring to settle up its affairs by collecting bills due the company and paying off its indebtedness.

Appleton, Wis.—The Marshall-Hammell Co., grain dealers and owners of elvtrs. in Little Chute, Kaukauna and Appleton, has incorporated; capital stock, \$100,000; incorporators, Simon Marshall, David F. Hammell and Louis J. Marshall.

Complaints of shippers in regard to the proposed increase in switching charges by the railroads, which on the basis of 1½c per 100 lbs. would make an advance of \$2 a car on an average load, have recently been heard by the Wisconsin State Railroad Rate Commission and the case taken under advisement.

Madison, Wis.—It is estimated by A. Hirst, acting state highway engineer, that \$1,250,000 will be expended on improvement of roads and bridges thruout the state, benefiting at least 530 towns. Mr. Hirst in addressing the Engineering Society of Wisconsin Feb. 15, said: The good roads movement has now come to the point where the difficulty is not in securing proffers of money for highway construction, but in supplying the demand for experienced road builders. Men from other states will not always prove satisfactory, as in most cases the other states are building a type of road much more expensive than Wisconsin will stand for.

The laws of Wisconsin relating to weights and measures, effective July 5, 1911, require that grain weights per bu. be as follows: wheat or beans, 60 lbs.; corn, rye, or lima beans, 56 lbs.; buckwheat, 50 lbs.; barley, 48 lbs.; castor beans, 46 lbs.; rough rice, 45 lbs.; barley malt, 34 lbs.; and oats, 32 lbs. Section 1670 of the Statutes provides: No person shall sell, buy or receive in store any grain at any weight or measure per bu. other than standard weight or measure per bu. fixed by law; and for any violation thereof the offender shall forfeit not less than \$5 nor more than \$50. Section 1670a provides: No person shall determine the grade of any grain

which is bot or received in store at any mill, elvtr., warehouse, or storehouse by the use of any grain tested that is not sealed in accordance with the U. S. Standard of measure and which sealer is not in accordance therewith at the time it is used. When grain is tested at the instance of the seller; the tester shall be filled by pouring grain into it from a scoop or similar vessel, and when the tester is filled it shall be struck or leveled with three zigzag movements of a straight edge. Any person who shall violate the provisions of this section and thereby cheat or defraud the seller or buyer of any grain shall be punished as provided in section 4432.

MILWAUKEE LETTER.

Mrs. Frank D. Hinkley, wife of former grain inspector Frank D. Hinkley, died Feb. 6 from apoplexy.

Henry D. Gee of Minneapolis and Edward G. Ayliffe of Chicago have been admitted to membership in the Chamber of Commerce.

Fire which had been smoldering in the ruins of the elvtr. of the Rialto Elvtr. Co. since it was destroyed, Oct. 14, burst into flame at 3 a. m., Feb. 5.

Otto E. Schultz, Max E. Sroge and Frank Arnold, stockholders of the Hansen Malting Co., have obtained an injunction against the directors of the company, including Carl E. Hansen and Geo. F. Gund, pres. and sec'y, restraining them from carrying out a resolution for the sale of the property of the malting company to Burton F. Kales, which was to have taken place Feb. 20. The complainants stated that they were advised by the directors at a stockholders meeting, Jan. 26, 1911, that Kales offered to buy the plant for \$300,000 and that the proposition was accepted by a large vote. They alleged that it has since come to their knowledge that the offer was for \$350,000 and they averred that the extra \$50,000 was to be divided among certain officers and directors of the company. The restraining order was issued Feb. 20 by Judge Scanlan of the Circuit Court.

The Missouri - Arkansas - Oklahoma Joint Good Roads Convention will be held in Monte Ne, Ark., in July.

The United Market & Produce Co., of Chicago, the purpose of which was to do away with the middleman, recently went into bankruptcy.

Of the 263,000,000 bus. of red wheat futures traded in last year on the Liverpool Corn Exchange less than 5,000,000 bus. was actually delivered on contracts.

It is reported that about 400 horses died in Pike County, Ill., during the fall and winter from what is termed "corn-stalk disease," but what the veterinarians pronounce cerebro meningitis.

Must Obey Arkansas Pure Feed Law.

The enforcement of the feed law in Arkansas will begin in earnest after March 1, according to a letter sent out to manufacturers and dealers in feed stuffs by the State Dep't of Agriculture. After that date all feed found by the inspectors which does not conform to the law will be immediately confiscated.

The letter sent out by Commissioner Clay Sloan reads in brief as follows: In our opinion we have given all manufacturers, dealers and jobbers plenty of time to familiarize themselves with the requirements of the commercial feeding stuff law. The following information must be on the bag or tag of the feed offered for sale in this state, viz., the name and address of the manufacturer, a true guaranteed analysis and a separate clause giving each and every ingredient, and above all the weight and name or brand of feed.

It was for the protection of the honest and sincere manufacturers and dealers that the Dep't allowed plenty of time for them to become acquainted with the law. It is for the protection of the consumer that the confiscation is now ordered.

THE MONITOR OAT EXTRACTOR.

We are confident that hundreds of our readers will be greatly interested in this new machine which already is creating for itself a reputation in several elevators where it is being used for the removal of oats from wheat, barley or rye.

The Huntley Manufacturing Co., the makers, have been designing and perfecting grain cleaning machines for thirty-three years, and anything they introduce is bound to be something worth while to the handler of grain. The machine is a radical departure from anything heretofore introduced, and its noteworthy features are the removal of the oats, either wild or tame, from wheat, barley or rye, and doing the work without the usual loss of good grain.

Undoubtedly, most of our readers have endeavored to remove oats from lots of wheat, barley or rye and know just how difficult a task this is. In making separations of this kind there is usually an excessive loss of good grain, usually so excessive as to be prohibitive. It is here that the Monitor Oat Extractor has a decided advantage for performing such work, as it makes the separations with unequaled economy.

Feedstuffs

The Keeton-Krueger Co. of Atlanta, Ga., has registered trade mark No. 56,867, consisting of a design of a peacock and the word "Peacock," to designate its prepared stock food.

Peoria received 5,119 tons of feed or millstuffs and shipped 9,575 tons in January, compared with 3,202 tons received and 5,195 tons shipped in January, 1911.—John R. Lofgren, sec'y Board of Trade.

Minneapolis received 3,829 tons of feed or millstuffs and shipped 53,549 tons in January, compared with 3,869 tons received and 53,388 tons shipped in January, 1911.—John G. McHugh, sec'y Chamber of Commerce.

To develop more thoroly the fertilizer resources of the United States Sec'y Wilson of the Dep't of Agriculture has established a laboratory at Reno, Nev., for the analysis of natural material thot to contain potash, free of charge.

For failure to ship 400 sacks of bran on contract the arbitration com'te of the Texas Grain Dealers Ass'n has ordered the Kemper Mill & Elevator Co., of Kansas City, Mo., to pay \$23.90 damages to M. Sansom & Co., of Fort Worth, Tex.

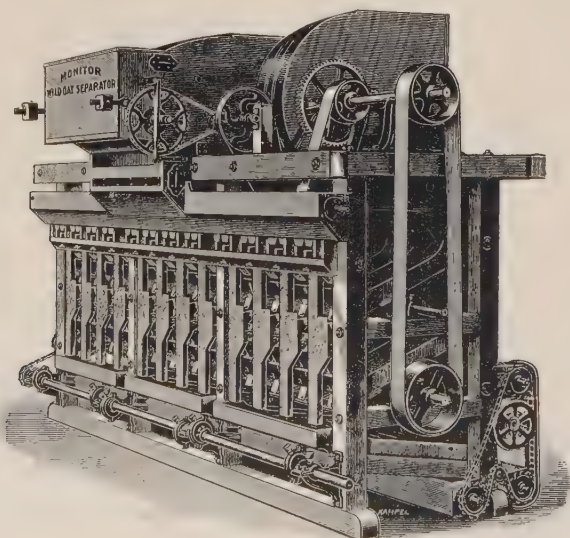
No feedstuff stamps will be sold or furnished to Tennessee dealers who do not register according to law on or before March 1, according to a recent order from the State Dep't of Agriculture. So far only about half the feed dealers in the state have complied with the law.

That physiological effects as well as chemical elements must be considered in gauging the relative value of feedstuffs has been demonstrated by a series of experiments covering 4 years by the College of Agriculture of the University of Wisconsin. Cows fed exclusively on wheat during this period produced calves which were either dead at birth or died shortly thereafter. Calves from oat-fed mothers were better, but in most cases undersized, weak and susceptible to disease. Cows that had been given a corn diet, however, invariably gave birth to large, vigorous calves and were themselves in excellent condition thruout the experiment. The result of the experiments plainly indicates that more attention than hitherto will have to be given to the peculiar physiological effects of feeds on the animals eating them.

We simply can't get along without the Grain Dealers Journal.—R. A. Kuhn, Argos, Ind.

The American Society of Equity, with national headquarters at Wausau, Wis., has incorporated the American Co-operation Ass'n, with a capital of \$250,000. It is said that the plan is to merge all the co-operative enterprises in the United States which desire to join.

A state cannot enforce laws which seek to control corporations doing an interstate business, according to a recent decision of the U. S. Supreme Court in reversing a former decision of the Kansas Supreme Court in the case of the Wilson-Moline Buggy Co., of Moline, Ill., against C. B. Hawkins, of Emporia, Kan. The U. S. Supreme Court gave the company a judgment on a note which involved the shipping of goods from Missouri into Kansas, thus making it interstate commerce.



Supply Trade

CHICAGO CALLER: M. J. Young, of The Philip Smith Mfg. Co., Sidney, O.

Enthusiasm often measures the difference between those who succeed or fail.

Wichita, Kan.—The Western Construction Co., has succeeded P. H. Pelkey & Co. P. H. Pelkey will continue as manager for the new firm.

Chicago, Ill.—The Phillips Gasoline & Kerosene Engine Co. has been incorporated with a capital stock of \$6,500, by L. C. Kuhnert, Jr., Sidney Adler and H. L. Weiss.

It often happens that the advertising is better than the goods—which of course means another name unfairly added to the list of "advertising failures."—*Mahin Messenger*.

Lansing, Mich.—The Original Gas Engine Co. has succeeded the Ideal Gas Engine Co. The change is in name only and the personnel of the officers and directors will remain the same.

Chicago, Ill.—B. P. Ordway, who represents the Avery Scale Co. in the Southwest, will also be the representative of the Richmond Mfg. Co., Lockport, N. Y., handling the grain cleaning line of that firm. He will continue to have his office at 225 Board of Trade Bldg.

Minneapolis, Minn.—Selover, Bessesen & Stewart, lawyers, have removed their offices to 324-6 McKnight Bldg., where they are now prepared to take care of a greater amount of business than ever. F. A. Stewart, one of the members of the firm, was formerly attorney and general counsel for the Tri-State Grain Dealers' Ass'n, and was one of the early specialists in the law as it related to the grain dealer and the railroads.

Buffalo, N. Y.—Kon-Wald Engineering Co. is the new corporate name of Grain Storage Construction Co., since Jan. 24. The company now has offices in the Mutual Life Bldg. Attention is called to the fact that the Kon-Wald Eng. Co. will continue the grain storage construction as before, the change of name having been made advisable because of the addition of a system of steel coal storage elvtrs. The business will be under the same management as before, with greatly improved facilities in every department.

Minneapolis, Minn.—George T. Honstain, elevator builder, has brot suit against the Illinois Surety Co. for \$50,000 damages, on a charge of malicious prosecution. This is a new development in a three-cornered legal battle which started June 15, 1911, when the Illinois Surety Co. had Honstain indicted because of alleged misrepresentations as to property he owned, made by him when securing a bond to be used in closing his contract for the erection of the Minneapolis elevator of the Northwestern Consolidated Milling Co. Previous to June 15, 1911, the milling company had proceeded against the bonding company for the recovery of money overpaid Honstain, and it was this trouble that resulted in Honstain's indictment by the bonding company. Honstain was recently acquitted in court and now alleges that the bonding company secured the indictment by falsely representing the facts and that his credit and good name have been damaged to the amount named above.

The Barnard & Leas Mfg. Co., Moline, Ill., makers of elevator and mill machinery, whose plant was totally destroyed by fire on the morning of Feb. 6, has displayed commendable energy and courage by leasing as a temporary plant the old Otis elevator at the foot of Seventeenth St. in Moline.

"We have practically decided," says Secretary Casady, "to rebuild on the site that was visited by the big fire."

The new plant, when completed, will be equipped with the latest tools and will be most modern in every particular. Meanwhile the efficiency of the company will in no way be impaired. Orders for \$75,000 to \$100,000 worth of new machinery and equipment has been placed and part of this has already been installed. The foundry was uninjured and is now turning out more work than formerly.

The bolting cloth department with its large stock of bolting cloth, gritz gauze, etc., is located in a separate building and as this was also unharmed they are as well prepared as before the fire to fill promptly all orders for bolting cloth, gritz gauze, wire cloth, etc., in the temporary quarters and all orders will be given immediate attention, since the company has been merely inconvenienced, and not crippled, by the disaster which might have proved fatal to a concern less firmly entrenched in business.

The fire which destroyed the Barnard & Leas plant was the worst that ever visited the city of Moline. Conservative estimates place the damage at \$250,000, of which \$217,000 was covered by insurance. The company is capitalized at \$300,000.

Starting in the early hours of morning the fire had every opportunity to gain headway before being discovered. The blaze began in the engine room, being caused, it is thot, by live coals blowing out of a fire box door into shavings. The fire departments of Moline, Davenport and Rock Island put up a brave fight, but were too severely handicapped by frozen hydrants and poor water pressure.

However, the great fire is now a matter of history. for since the eleventh day following the calamity the company has pushed work on all back orders, until now the slate is clean, with three hundred skilled employes ready to take care of all new business with which the concern is favored.

Adolph C. Keitel, formerly of Chicago, under conviction of publishing a libel of the American Malting Co., which he has been fighting for years as a "trust," has been sent to the psychopathic ward in the Bellevue hospital, New York, for observation.

The most favorable arrangements for milling Canadian grain under milling-in-bond are being considered by the custom experts of the Treasury. The principal product, flour, must be exported, but the by-products may be withdrawn for domestic use. The duty on the by-products payable at the time of withdrawal would be assessed at 20% ad valorem on the wholesale market value at the time of the withdrawal. For example on five bus. of wheat, 300 lbs., under the drawback law the duty payable at 25c per bu., would be \$1.25. The drawback on flour, 196 lbs., when exported would be 96c, less the 1%, and on the 102 lbs. of by-products, allowing 2 lbs. for waste from the total amount imported, would be 28c, less the 1%.

Wm. H. Colvin & Co.

104 S. La Salle Street

CHICAGO

While the wheat market here is dull, there appears to be no inherent weakness, and the general situation in our opinion is in a condition where it will respond quickly to any new stimulating influence.

Consignments of Grain and orders for future transactions solicited.

MEMBERS

New York Stock Exchange,
New York Coffee Exchange,
Chicago Stock Exchange,
Chicago Board of Trade.

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Main Offices: 1001-4 Gloyd Bldg.
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References: **Kansas City, Mo.**
Commerce Trust Co. National Bank of Commerce

Say

Let the Grain Dealers Journal Want Ads do your work.

They bring quick results.

Grain Carriers

The C. M. St. P. & O. has issued orders over every division that no system car is to be loaded for shipment beyond the rails of the company.

The final hearing in reference to the regulations governing the matter of substitution in tonnage and milling-in-transit has been set for Feb. 29, at Washington.

The Iowa Northern R. R. has changed its name to the Farley & Iowa Northern R. R. and a contract will be let in the near future for the construction of a 12-mile section out of Farley, Ia., to Luxemburg, Ia.

Railroads must furnish to shippers cars of the dimensions ordered within 6 days, according to an order issued Feb. 20 by the Interstate Commerce Commission. If larger cars should be furnished at the expiration of that period transportation charges will be based on the minimum weights of the smaller cars.

A temporary order calling for the distribution of cars to coal operators by the I. C. R. R., effective at once and to last until April 1, is the result of a recent stormy session of the Illinois State Railroad and Warehouse Commission. Both the railroad and the coal operators have objected to the new order and several operators have served notice that they will appeal to the courts.

Prosecution of express companies for overcharging shippers may result because of facts brot to light in the recent express rate hearing before the Interstate Commerce Commission. The examination of one month's business of the Adams Express Co. showed \$67,000 in overcharges, while examination of the business done by all the companies in one day showed 3,000 cases where shippers had been charged too much.

The railroads are devoting their energies to coal cars in order to store a large supply of fuel in anticipation of a strike and are leaving grain cars without attention in the shops, according to certain grain dealers conversant with the situation. Elevators at the grain-buying stations in central Illinois are full to their limit and the railroads are giving little encouragement, declaring that the shortage of grain cars is the worst in ten years.

A further decrease in the freight car surplus in the United States and Canada, said to be due to the recent zero weather is announced in a bulletin issued Feb. 13 by the American Ry. Ass'n. The total surplus on Jan. 31 was 55,592 cars, a decline of 46,887, compared with the report two weeks previous and of 100,763 compared with Feb. 1, 1911. While all sorts of cars are scarce enough, box cars seem the scarcest, being 6,172 less in evidence than they were two weeks ago.

That a railroad may not deliberately favor one city at the expense of another where competitive conditions are equal, is the gist of an opinion rendered by the Interstate Commerce Commission on the application of the Southern Pacific R. R. Co. to be relieved of the "long and short hauls" provision. The opinion further stated that the freight rates between San Francisco and Portland were "less than normal, fair and reasonable," but the railroad will be given another opportunity to explain the propriety of its higher rates

to intermediate points between the two cities.

The Commerce Court will be abolished unless all present indications are wrong. Bills to this end are now pending in both branches of Congress and it is said that the Democrats and practically all the insurgent Republicans favor the measure. Senator Poindexter, author of the bill in the upper house, claims that the presumption of the Commerce Court to issue preliminary injunctions threatens the administrative value of the Commission. He hopes that a law will be passed limiting appeals from the decision of the Commission direct to the U. S. Supreme Court.

Excessive freight rates from Wichita and other points in Kansas to points in Texas is the substance of a complaint against the Santa Fe R. R. filed with the Interstate Commerce Commission by the Wichita Board of Trade. The petitioners also allege discrimination against Wichita in favor of St. Louis, Kansas City and Omaha, in that Wichita grain interests are operating under transit rules alone, whereas her competitors have the additional advantages of proportional and re-shipping rates. The Wichita grain dealers and millers ask for proportional and reshipping rates to various sections on grain originating beyond Wichita, and also want reshipping rates on grain and products for export which are sent over the Frisco and Missouri Pacific lines to Port Arthur, Tex.

Counsel for the Chamber of Commerce of Milwaukee recently appeared before the Interstate Commerce Commission and declared that the present railroad rate adjustment between Milwaukee and Duluth and Superior, covering grain shipments from southwestern tributary territory were unfair to Milwaukee and were depriving that city of her proper share in the increased production of the region. The argument was made that Milwaukee is on a parity with Duluth as a market gateway for the east, and that distance thru Milwaukee is 160 miles shorter than thru Duluth. Milwaukee's protest comes as a result of renewed attempts on the part of Duluth to secure lower rates, despite the fact that it has been only a short time since that city was thus favored, to the disadvantage of Milwaukee.

Canadian grain shipments have increased 54% over last year during the period from Sept. 1 to Jan. 31, which amounts to an increase of 32,306 cars, according to the report of the Dominion government inspection dept. The total shipment of car lots of grain this year was 91,483, as against the 59,177 of last year. This includes all grains shipped over all railroads. The number of cars shipped out by each road is as follows: C. P. R., 50,777, as against 36,154 of last year. This is an increase of 14,623 cars or of 14.5 per cent. The C. N. R. shipped 29,647 cars this year as against the 18,111 of last year. This railroad has handled 11,536 more cars this year than last, or its increase is 63 per cent. The G. T. P. has handled 8,776 cars this year, as against 4,099 last, an increase of 114 per cent. The G. N. R. has handled 2,283 cars this year as against 813 last, the increase in this case being 1,470 cars, or 180.8 per cent.

Millers are more aggressive than grain dealers in pushing claims for car cooperation. Sec'y Topping of the Southern Kansas Millers Club while at Washington recently took up the matter of allowance of claims for car cooperation, with the Interstate Commerce Commission, and learned that the Commission has

jurisdiction of claims of this nature not more than two years old. Mr. Topping advises if the railroad does not pay the claims a formal complaint accompanied with all the papers should be filed with the Commission. For claims over two years old on which settlement is refused by the carrier suit should be brot in the state courts, says Mr. Topping. The cooperation tariff under which these claims originate does not apply to cooperation for grain or the furnishing of grain doors, hence grain shippers desiring to be reimbursed must proceed differently from the millers, to collect their claim, as they cannot allege discrimination. In support of a claim for grain doors some form of acknowledgment by the local station agent of the carrier that the shipper did supply a certain number of doors for a certain numbered car should be furnished, whether the claim is to be allowed by the railroad claim agent, the Interstate Commission or a state court. An approved form of grain door certificate is shown on page 119 of the Grain Dealers Journal for Jan. 25.

Plans for attacking freight advances proposed by railroads in Illinois, Wisconsin and the region west of the Mississippi were recently formulated by a com'ite representing the railroad commissions of 11 states, which met in the Planters Hotel in St. Louis. The com'ite also discussed plans for obtaining uniform classification of freight thruout the country. The railroads, pretending to want uniform classification, have raised freight rates in some districts and have divided the country into three freight districts, which has caused much confusion to shippers everywhere. Moreover, the new classification shows that the advances in car load ratings are 65% greater than the decreases, in less than carload ratings 62% and in minimum weights 50%. Moved by a storm of protest from western shippers the Interstate Commerce Commission has suspended the part of the new classification relating to the western states for 120 days, pending analization.

Shipper's Weights in Absence of Destination Weights.

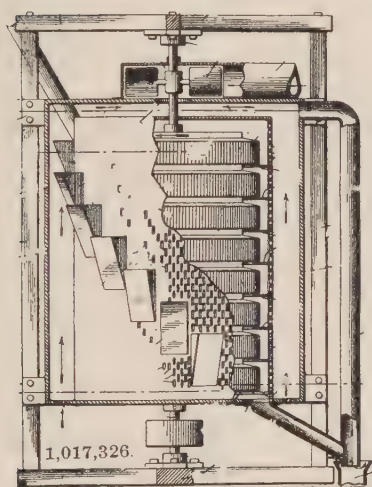
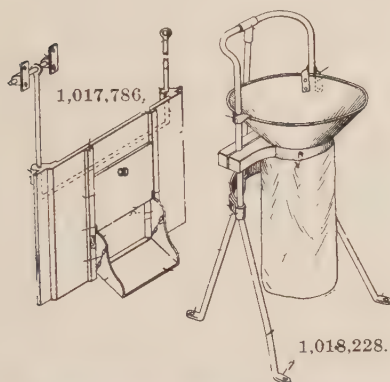
In arbitration between E. R. & D. C. Kolp of Oklahoma City, Okla., and W. H. Dowlen & Sons of Pauls Valley, Okla., growing out of contract to ship several cars of red oats, which failed to grade or were not in new bags as specified, the arbitration com'ite of the Texas Grain Dealers Ass'n held that the buyer must protect shipper's sworn weights, from the fact that the buyer did not have the oats weighed at destination, Little Rock, Ark., as provided in the contract.

Bankruptcy on account of speculations in grain has overtaken two German firms, one in the grain exporting and one in the milling business, both situated at Duisburg. Newspapers report that the liabilities amount to \$1,500,000 and the assets \$1,250,000. Fifteen banks, mostly West German houses, are affected.

Kentucky distillers and many grain producers and consumers in the South want Congress to remove the duty on grain commodities, reports W. A. Thomson, head of the grain firm of that name, Louisville, Ky., who says he is one of the leaders of the movement and that he has already taken the matter up with Congressman Swager Sherley of Kentucky and with John W. Lamb of Virginia, chairman of the house committee on agriculture.

Patents Granted

Grain Hulling and Scouring Machine. No. 1,017,326. (See cut.) Chas. Schacht, Highland, Ill. In a grain scouring machine the combination with a scouring shell, of annular ledges projecting inwardly from its inner surface, the ledges being provided with discharge openings arranged in stepped order around the shell; a rotor within the shell, provided with a plurality of scouring disks overhanging the ledges; the disks and the ledges being close enough to prevent the passage of grain between them, the shell being provided with openings for the passage of the cleanings and means for drawing them thru the openings.



Grain Door. No. 1,017,786. (See cut.) Rudolph Chas. Miller, Beaumont, Tex. A device of the character described, including a door slidably mounted upon a suitable support and having a discharge opening; cleats carried by the door on each side of the opening, with two lengthwise grooves on the inner side; a sliding closure, movable in one set of the grooves and arranged to close the opening; a closure hinged to the door near its base, also arranged to close its opening; folding aprons hinged at one side of this closure, having their edges free and ribs carried by them and arranged to engage each other in the grooves.

Bag Holder. No. 1,018,228. (See cut.) Frank Appleby and Edwin A. Hubbard, Watts Flats, N. Y. A bag holder comprising a supporting frame having downwardly diverging front and rear legs; a coupling connecting the upper ends of the legs together; a rearwardly arched brace iron engaged with each of the legs intermediate the ends; an adjustable bracket carried by the frame, means for clamping it

to the frame; a hopper fixed to the bracket, having guide links in its mouth edge embracing the front legs of the frame and hooks fixed to the hopper at intervals near its lower edge for the hanging of a bag upon the hopper, to hold it in an open position.

Velvet Chaff Wheat Improves.

The experience of some years ago following the introduction of blue stem wheat, which was at first considered inferior and almost worthless in quality, has been repeated in the case of velvet chaff wheat, which is now being grown extensively in the northwest. Like blue stem, velvet chaff has become thru soil, climate and cultivation almost the equal of the standard northern grades in quality. Two years ago velvet chaff sold 7c per bu. under No. 1 northern of the same grade. It had been noticed for some years that the quality of velvet chaff was gradually changing toward the No. 1 northern quality and at the beginning of the next crop season the designation of velvet chaff was dropped from the inspection records and it went into the northern class, where it now brings about the same price as the other.

Millers everywhere at first shied at velvet chaff, declaring that the flour which it made was dark and otherwise unsatisfactory. Chemists also pronounced it inferior to fife and blue stem. By September, 1908, however, so many car loads of velvet chaff had been received in Minneapolis that it was given a grade of V. C. From September until December, four months, 4 per cent of the wheat that came into the city was velvet chaff, and in 1909 it increased to about 5 per cent of all.

Since then velvet chaff has steadily improved and has made good with rapid strides. In 1909 4,462,290 bus. of velvet chaff were inspected, and 62 per cent of this was No. 1, while the inspection of all durum wheat received showed only 31 per cent No. 1, and of all other spring wheat received only 51 per cent graded No. 1. Of these several varieties velvet chaff showed the highest per cent of top grade, regular spring wheat second, durum third and winter wheat fourth and lowest by inspection.

There is now little or no discrimination against velvet chaff in the northern markets.

The latest advertising novelty comes from Bert A. Boyd, in the form of a wooden heart. It is not his own. The puzzle is how to get it on a little red string after it is once removed, but Mr. Boyd, with his usual frankness, thoroly explains how this may be done.

An extraordinary state of gambling in grain and seed futures by the outside public has developed since the opening of options markets in Buenos Aires and Rosario, especially in linseed options during November and December. The bear commitments became so large that on Dec. 14 the Buenos Aires Bolsa refrained from quoting any new prices and the Rosario Bolsa declared a holiday in order to give them an opportunity to pull themselves together and arrange for settlements, the losses on their campaign amounting to several million dollars. The intervention of the government to check gambling and to have the Bolsa authorities limit dealings on the exchanges to legitimate purposes is demanded by some of the journals.

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Supreme Court Decisions

Crop Mortgage.—A landlord renting on shares has not, in the absence of a reservation of lien, a claim superior to chattel mortgages of the tenant abandoning the crop.—*Meador v. Cullison*. Supreme Court of Colorado. 120 Pac. 145.

Intention in Contract for Future Delivery.—Intention at the time of contracting determines the validity of a contract for future delivery of a commodity.—*Marengo Abstract Co. v. C. W. Hooper & Co.* Supreme Court of Alabama. 56 South. 580.

Sale of Feed Does not Imply Soundness.—A seller of provisions intended for human food impliedly warrants soundness; but this is not true in the case of a sale of feed for animals.—*Dulaney v. Jones & Rogers*. Supreme Court of Mississippi. 57 South. 224.

Sale by Sample.—In an action for the price of beans sold by sample, where the evidence was in conflict as to whether one or two samples had been exhibited by the seller, the exclusion of testimony of a witness who was present at the time of the sale, and who presumably could have testified as to the circumstances of the sale, was reversible error.—*Kraut v. Santacroce*. Supreme Court of New York. 132 N. Y. Sup. 1058.

Grain Inspection Fees.—Act July 1, 1911 (Laws 1911, p. 429), which required the payment of fees received from grain inspection into the public treasury, and appropriated public money for the purpose of grain inspection, is not unconstitutional because the appropriation was insufficient for an adequate inspection.—*Board of Trade of City of Chicago v. Cowen*, Grain Inspector, et al. Supreme Court of Illinois. 96 N. E. 1084.

Conversion of Securities by Broker.—A broker, with whom a customer has deposited securities to margin future purchases and sales, has no authority to pledge such securities, unless he has made purchases or sales for the customer on which he is entitled to protection; and such a pledge, when no such purchase or sale has been made which could subject the broker to a loss, is a wrongful conversion.—*In re Tracy*. U. S. Circuit Court of Appeals. 191 Fed. 810.

Restriction of Elevation Allowance.—A carrier may make its allowance for elevator service on thru grain in carloads at terminal points at elevators located on the lines of other carriers, as well as those located along its own tracks, conditional upon the return of the empty car to the carrier within 48 hours after delivery to the elevator, where such car can be unloaded and returned in a much shorter time.—*Union Pac. R. R. Co. v. Updike Grain Co.* 32 Sup. Ct. Rep. 39.

Liability for Car Burned on Side Track.—A railroad company maintained a side track adjacent to a wheat elevator. A car was loaded for shipment, and a B/L was issued and sent to the elevator company's office. The B/L provided that the carrier should be liable for any loss or damage. Held, that the car was received for shipment, and, having burned on the side track before it was removed, the railroad was liable as a common carrier.—*Cincinnati Grain Co. v. Louisville & Nashville R. Co.* Court of Appeals of Kentucky. 142 S. W. 374.

Elevator Operator Liable for Injury of Car Inspector.—Where a railroad company kept a track leading to defendant's elevator in repair, and was authorized to switch cars consigned to defendant thereon to and from such track, and to send its inspectors to inspect and make light repairs on cars standing on such track, an

inspector repairing a car on such track was neither a trespasser nor a mere licensee, and defendant owed him the duty of exercising ordinary care to avoid injuring him.—*J. Rosenbaum Grain Co. v. Mitchell*. Court of Civil Appeals of Texas. 142 S. W. 121.

Sale by Sample Final.—A sale of a crop of hops, subject to inspection by the buyer, made after the buyer had received samples and had examined a part of the hops, provides for inspection merely to determine whether the hops are of the quality of the samples or the bales examined prior to the sale, and the buyer must accept the hops, unless in his judgment, exercised in good faith, the hops are not of the quality contracted for, and an arbitrary inspection to avoid performance by him is unauthorized.—*Gunter v. Herman Klaber & Co.* Supreme Court of Washington. 120 Pac. 533.

Enforcing Award of Interstate Commerce Commission.—An action may be maintained in a Circuit Court under Interstate Commerce Act Feb. 4, 1887, c. 104, § 16, 24 Stat. 384 (U. S. Comp. St. 1901, p. 3165), to enforce an order of the Interstate Commerce Commission awarding reparation to a shipper for an unlawful charge by a railroad company, where the complaint and the record show that the cause of action is the same as that acted on by the commission, which need not necessarily be set out in its order.—*Chicago, B. & Q. R. Co. v. Feintuch*. U. S. Circuit Court of Appeals. 191 Fed. 482.

Additional Attorney's Fees.—Under Interstate Commerce Act. Feb. 4, 1887, c. 104, § 16, 24 Stat. 384 (U. S. Comp. St. 1901, p. 3165), as amended by Act June 29, 1906, c. 3591, § 5, 34 Stat. 590 (U. S. Comp. St. Supp. 1909, p. 1159), which provides that in a suit to enforce compliance with an order for the payment of money made by the Interstate Commerce Commission, if the petitioner shall finally prevail, he shall be allowed a reasonable attorney's fee to be taxed as a part of the costs, where a railroad company brings error to review the judgment in such a suit, which is affirmed, an allowance of attorney's fees on account of the appellate proceedings may properly be made in addition to that made by the trial court.—*Louisville & N. R. Co. v. Dickerson*. U. S. Circuit Court of Appeals. 191 Fed. 705.

Notice to Carrier of Loss.—A B/L of an interstate shipment, which stipulates that claims for loss must be made in writing to the carrier at the points of origin or delivery within four months after delivery, or in case of failure to deliver within four months after a reasonable time for delivery has elapsed, and unless claims are so made the carrier is not liable, is reasonable and enforceable, and not invalidated by the act of Congress making the initial carrier liable for loss of a consignment; and a shipper, to sustain an action for loss of freight during transportation, must present a claim in writing within the time specified, though the carrier's agent at the point of delivery was apprised of the loss and demand was made on him for delivery.—*Chicago, R. I. & P. Ry. Co. v. Williams*. Supreme Court of Arkansas. 142 S. W. 826.

Contract Not Void thru Wagering Intention of One Party.—The principle of law is well settled that a contract which is valid on its face cannot be held void by showing that one of the parties understood and intended it to be a wagering contract. The evidence must show that this understanding and intention was mutual, to render a contract, otherwise legitimate, invalid on that ground. *Forsyth Mfg. Co. v. Castlen*, 112 Ga. 205, 37 S. E. 485, 81 Am. St. Rep. 28; *Stewart, Morehead & Co. v. Postal Telegraph & Cable Co.*, 131 Ga. 31, 61 S. E. 1045, 18 L. R. A. (N. S.) 692, 127 Am. St. Rep. 205; *Watson v. Hazelhurst*, 127 Ga. 298, 56 S. E. 459; *Embry v. Jamison*, 131 U. S. 336, 9 Sup. Ct. 776, 33 L. Ed. 172; *Bibb v. Allen*, 149 U. S. 481, 13 Sup. Ct. 950, 37 L. Ed. 819.—*Farmers' Oil & Guano Co. v. E. W. Rosenthal & Co.* Court of Appeals of Georgia. 73 S. E. 428.

CARRIER LIABLE FOR CAR Burned on Side Track.

A car of wheat was burned on the side track of the Cincinnati Grain Co.'s elevator at Latonia, Ky., and the grain company has recently got judgment against the railroad for the loss, altho the lower court had decided in favor of the carrier.

This case is of interest as defining the responsibility of the carrier for cars of grain on the elevator side track just loaded and not yet billed out to final destination. In many markets, especially those having switching roads or belt lines, it is a convenience to the carrier and shipper to issue a temporary "shipping receipt" to be exchanged within a day or two for the regular B/L. On various pretexts the carriers have evaded their responsibility for loss, and in the case of the Cincinnati Grain Co. the Louisville & Nashville R. R. Co. was successful in the Circuit Court of Kenton County, only to have the decision reversed by the Court of Appeals of Kentucky Jan. 16, 1912.

An empty car set in by the railroad company on the elevator side track was loaded Oct. 30, 1909, with wheat to go to Winchester, Ky. Next day the elevator burned and the car with it. The grain company brought suit for the loss of the wheat in the car, and the railroad defended, denying that the car had been delivered to it as a common carrier. Both parties agreeing on the facts, the jury was discharged and the court gave judgment for the railroad, from which the grain company appealed. In reversing this decision the Court of Appeals said:

Prompt Notification by Elevator Manager.—The car was loaded about 4:30 p. m. on Saturday. It was the custom of the railroad company to take out the cars about twice a day. The next day the manager of the elevator, seeing the car had not been taken out, called the attention of the railroad yardmaster to it, and he promised to take it out, but failed to do so on account of a congestion in the yards that day. According to the evidence for the plaintiff the railroad company refused to route cars from this side track, but required them to be sent over first to its yards in Covington, and to be routed from there, so that it could control the routing and route the cars over its own lines. The evidence for the defendant is to the effect that the railroad company did not require this, but that it was simply a custom to do this for convenience. When the car was loaded and ready, a receipt was prepared which was signed by the railroad agent, and this receipt was sent over to the office of the grain company in Cincinnati. One of its officers would then take it to the office of the railroad company and obtain a B/L for the goods, and when this B/L was issued, the final destination of the car would be given. In the receipt given at Latonia only the track at Covington on which the car was to be placed was indicated. If the car was to go south, it was marked "south bound," or if east "east bound," etc. The receipt which was given for this car is the Standard Form of Straight B/L used by the Louisville & Nashville R. R. Co., and on the printed blank were written in longhand the name of shipper, point of origin, contents "wheat," car No. "2173", route "K C", agent "E. H. Meyer", consigned to "South Bound".

On the back of the paper are the following words: "Conditions: Sec. 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as hereinafter provided. Claims for loss, damage, or delay must be made in writing to the carrier at the point of delivery or at the point of origin within four months after delivery of the property, or in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable. Sec. 10. Any alteration, addition or erasure in this B/L which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this B/L shall be without effect, and this B/L shall be enforceable according to its original tenor."

Finality of Destination. The south-bound track in Covington was a mile or a mile

and a half from the elevator. It will be observed that in the writing no consignee is named, and the only thing stated about the carriage of the car is that it is consigned to south bound. It is insisted for the railroad company that as the final destination of the wheat is not given, and it could not know where the wheat was to go, it is not liable for the loss of the car before it was removed from the elevator. Thus in *Basnight v. Railroad Co.*, 111 N. C. 592, the cars were loaded, the doors were locked, but the railroad company was not notified that they were ready, the name of the consignee was not given, and the B/L had not been issued. It was held that the car was not yet ready for transportation, that the strict liability of a common carrier arises only with the duty of immediate transportation, and this duty does not arise so long as anything remains to be done by the consignor before the goods can be started on the route to their destination. Practically the same ruling was made in *Mo. Pac. R. R. Co. v. Riggs*, 10 Kan. App. 578; *Schmidt v. Railroad Co.*, 90 Wis. 504; *St. Louis, etc., R. R. Co. v. Citizens Bank*, 112 S. W. 157; *C. B. & Q. R. R. Co. v. Powers*, 73 Neb. 816; *Kansas City, etc., R. R. Co. v. Cox*, 108 Pac. 380.

Readiness of Car for Movement.—But we do not see that any of these cases is in its facts similar to this case, or that the rule there applied should be applied here. They are all cases in which for one reason or another the car was not ready to be moved by the railroad company. The car in this case was locked and sealed and the B/L for it was issued by the railroad company. Nothing more was to be done by the consignor until the car was transported from the elevator in Latonia to the south bound track in Covington. The words "south bound" in the B/L had a definite meaning according to the understanding of the parties. It referred to a definite point and was well understood. That the name of the consignee was not given was immaterial. The B/L obliged the carrier to take the car from Latonia to the point indicated in Covington.

Switching Distance Immaterial.—It is not material that the distance was only a mile or a mile and a half. The principle is the same whether it was one mile or one hundred miles. Nor is it material that when the car reached the point indicated it was to be routed to another point. The car was in the possession of the railroad company as a carrier when it received it for transportation from Latonia to Covington. The fact that this was not the final destination of the car does not affect the nature of the contract. It will be observed that by the written contract it is specified that that railroad company receives the property and agrees to carry it to its usual place of delivery at the destination indicated, that is, the south bound track in Covington. It will also be observed that by one of the stipulations on the back of the contract it is provided that the carrier shall be liable for any loss of the property or damage thereto, except as therein provided.

The receipt in the testimony is a B/L in the usual form. If the carrier had carried this car of wheat to the south bound track in Covington, and it had been destroyed while waiting there for the consignor to route it to its final destination, a different question would be presented. But this car was received at Latonia for transportation to a point in Covington under a written contract by which the railroad company as a carrier assumed liability for it, and the property was lost in its possession and before it was carried to the point indicated. The company is therefore liable. The circuit court erred in holding otherwise under the evidence.

Judgment reversed and cause remanded for further proceedings consistent herewith. —142 S. W. Rep. 374.

The failure of reciprocity negotiations between United States and Canada has cost the farmers of Saskatchewan a cool \$17,000,000, states a special report from the dept of agriculture of that province. The loss is measured by the difference in prices between grain on the Winnipeg and Minneapolis markets.

Chas. England, chairman of the com'te on Bs/L of the Grain Dealers National Ass'n urges all dealers to write immediately to Hon. W. C. Adamson, chairman of the com'te on interstate and foreign commerce, House of Representatives, Washington, advocating the passage of the Adamson bill, H. R. 12806, or the Stevens bill, H. R. 4726, both relating to Bs/L.

HOW TO REPAIR THE Cracked Water Jacket.

Water having been allowed to stand in the jacket of his gasoline engine some night when the mercury tumbles below 32 degrees the annoyed elevator man naturally faces a problem on the following morning. Can a cracked cylinder be patched, or must a new one be procured?

In case the crack is so located as to be accessible and if the inner part of the cylinder is uninjured, an effective patch can usually be applied. The moment the crack is noticed drill a small hole at either end, where this is possible, to prevent further checking. The next thing to be decided is the method of patching. If the cracked portion is cylindrical the task is easy. Having carefully scraped the paint from the jacket for 1½ inches on either side of the crack prepare a piece of iron or soft steel, cut about ¾ of an inch thick, and wide enough to cover the crack an inch on each side and at the ends. If the crack is straight use a piece of band iron. Drill a line of ¼ inch holes near each edge, the length of the strip having been previously gauged so as to allow the holes to be 1¼ inches apart. Place a piece of sheet lead ½ of an inch thick over the crack and clamp the iron in place. Using a sharp twist drill continue the holes thru the lead and the jacket. Then remove the iron plate and enlarge the holes to 5/16, and with a machinist's tap cut threads in the holes in the jacket.

The preliminary work having been thus carefully done, replace the iron plate and with the lead under it fasten down by means of short 5/16 cap screws. Tighten the screws and pound the iron gently until the lead is very tightly pressed between it and the jacket. Trim the lead so that it projects only a very little from under the edge of the iron, and calk the junctures until no sign of leak appears.

The tools and material for this operation do not cost much, and may be procured on short notice from any large hardware store.

There are several kinds of iron cement now on the market, which may be used where a crack is not too serious, but the best way to avoid trouble is to keep wide awake in the first place, and not leave your engine over night at the mercy of some sudden whim of the weather man, or else use a strong solution of calcium chloride for cooling cylinder. It will not freeze.

The first annual Farmers' Co-operative Marketing Convention of the Northwest will be held in St. Paul, Minn., March 6, 7 and 8. Hundreds of members of farmers' elevator companies and shipping ass'ns are expected to attend.

Charged with operating bucket shops, Louis and Angelo Cella of St. Louis and Samuel Aller of New York are held by the Federal authorities in \$500 bail each for examination in removal proceedings.

Books Received

INTERNATIONAL INSTITUTE OF AGRICULTURE.—The Report of the Delegation of the U. S. to the General Assembly of the International Institute of Agriculture, 1911, Rome, Italy, contains a summary of the problems common to agriculture all over the world and gives an interesting account of the plan of the organization to establish crop reporting service in all countries on the production of wheat, rye, barley, oats, corn, rice and cotton. Included in the work for the coming year will be an investigation of the damage done to growing crops by hail storms in various parts of the world. P. C. Knox, sec'y of state, Document No. 303, House of Representatives, Washington.

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7,000,000 Tons

INSURANCE NOTES.

Harry B. Carson of Des Moines, cashier of the Mill Owners Mutual Fire Insurance Co., and Miss Matie Heives were married Feb. 1. They will be at home to their friends after March 1.

A. D. Baker, sec'y of the Michigan Millers' Mutual Fire Ins. Co., Lansing, Mich., has become pres. of the Western Sprinkled Risk Ass'n, which is made up of 26 companies, all members of the Western Ins. Buro.

E. P. Jones, inspector for the Millers' National Insurance Co., St. Louis, will cover the Wisconsin territory of the Millers' National Insurance Co., Ohio Millers' Mutual Fire Insurance Co., and Michigan Millers' Mutual Fire Insurance Co., under the direction of the Northwestern Agency of Minneapolis. He will begin his trip March 1.

The Millers' National Insurance Co., Chicago, has leased general offices on the 13th floor of the new Insurance Exchange Bldg. for a period of 30 years. The company has been in the Home Insurance Bldg. for 27 years. The Millers' Mutual Casualty Co. will also take offices on the 17th floor of the new Insurance Exchange Bldg.

Carbon tetrachloride is a valuable fire-extinguishing chemical, as it does not freeze above 50 degrees below zero. It is particularly effective on fires from electric arcs or volatile oils. The same liquid can be used as an insecticide on stored grain, having the same effect as bisulfid of carbon, without the latter's inflammable nature.

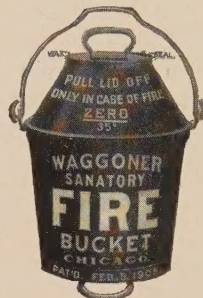
A bill creating a state insurance board to revise and regulate fire insurance rates has received the endorsement of the joint fire insurance com'te of the Kentucky legislature. The fight for lower rates was started a year ago by Sebastian Zorn, a grain dealer of Louisville, who when the Louisville Board of Fire Underwriters refused to reduce the rates to the point believed by the Board of Trade to be right, took steps to force them into line.

The Mutual Fire Prevention Bureau, Oxford, Mich., has sent out a circular letter to policy holders recommending the use of calcium chloride in water barrels, buckets and other fire protection apparatus. Water containing calcium chloride, declares the letter, will not freeze nearly so quickly as water treated with salt. The chemical costs 1½¢ per lb. or \$20 per ton. One gallon of water treated with 3½ lbs. of calcium chloride will freeze at 8 degrees below zero, while a gallon of water similarly treated with 20 per cent salt will freeze at 7 above. Asphaltum paint will prevent any wooden receptacle containing calcium chloride from warping, and will also keep the hoops free from rust. Calcium chloride water will stay sweet and will not evaporate or crystallize

like salt water. The ordinary chemical fire extinguisher freezes at 32 above zero.

An Efficient Fire Bucket.

Water buckets are most highly recommended by the insurance companies for their adaptability to the extinguishment of fires in their incipency. The buckets must not fall apart, leak or permit their contents to evaporate or become stagnant, and consequently a common pail could not be relied upon without daily examination. It is better to provide a special container such as the Waggoner



Sanatory Fire Bucket, which requires no attention and never freezes.

This bucket is made of the highest grade tin, double-coated, and weighs empty, 4½ lbs. Notwithstanding its great effectiveness it is exceedingly simple in operation. The lid is sealed but can be removed in an instant when the occasion arises, and there is a handle attachment on the bottom which assists in directing the charge to the proper spot. The bucket is in fact so simple in both construction and operation that the dullest workman could not be confused in using it in time of fire. One single effort suffices to empty. When the contents are used the company will furnish recharges at a nominal cost.

Not least in the list of the superior points of the Waggoner Sanatory Fire Bucket is the solution used in the bucket, which will not stagnate, evaporate, freeze, rust or corrode and which does not con-

tain any chemicals that will injure person or material.

Recently during the zero weather the excellence of the Waggoner Sanatory Fire Bucket was demonstrated in an unmistakable manner when a feed house equipped with both Waggoner Sanatory Fire Buckets and old-fashioned open buckets and barrels was saved from total destruction by the efficiency of the former after the clumsy wooden contraptions had proved totally useless. The Waggoner Buckets had remained about the place four years untouched by any hand, yet they were found to be perfectly efficient and extinguished the fire in record time.

When its merits are considered the Waggoner Sanatory Fire Bucket is very inexpensive, and in pleasing contrast to statistics gleaned from experience with wooden buckets and barrels; the first cost is the last cost. Further information will be promptly furnished upon request by the Waggoner Sanatory Fire Bucket Co.

Millers Casualty Company Licensed by Illinois.

The Illinois Insurance Department has completed its examination of the new Millers Mutual Casualty Insurance Co. and it has now been licensed by the State of Illinois, having been found to have three times the strength required by law.

Charter membership policies are being mailed to the new members. With the cordial support of the millers and its approximate capital of \$200,000 the new organization has a bright future. The first meeting of members will be held Apr. 16 for the purpose of electing permanent officers.

The crop report to be issued Mar. 8 by the U. S. Dept. of Agriculture will estimate the amount of wheat, corn, oats and barley in farmers' hands, the proportion which will be shipped out of the county where grown, and the percentage of the corn crop which was of marketable quality.

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